

County of Loudoun
Department of Planning
MEMORANDUM

DATE: September 14, 2009

TO: Jane McCarter, Project Manager, Land Use Review

FROM: Pat Giglio, Planner, Community Planning

SUBJECT: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park, 2nd Submission

BACKGROUND

The applicant, Loudoun County Office of Capital Construction, on behalf of the Loudoun County Board of Supervisors (the owner) is requesting two Special Exceptions (SPEXs) and a Commission Permit (CMPT) for the establishment of a County park on a 35-acre property east of the Town of Hamilton on the north side of Colonial Highway (Business Route 7). The subject property is zoned AR-1 (Agriculture Rural-1) and is governed under the provisions of the Revised 1993 Zoning Ordinance. The proposed park would include active recreational uses (athletic fields) and a share use commuter parking lot which are permitted within the zoning district by Special Exception. A Commission Permit is also required for establishment of a park on the subject property. The proposed park would specifically include four lighted baseball/softball fields, a lighted multi-use field and a shared-use commuter parking lot capable of accommodating up to 250 vehicles. The proposed park will be served by on-site wells and drainfields.

The applicant responded to Community Planning's first referral comments by providing a response letter dated August 11, 2009 and Special Exception Plat revised through August 5, 2009. Upon review of the submitted information, it appears that the majority of outstanding issues have been addressed; however, staff continues to have concerns regarding the proposed lighted athletic fields and impacts on adjoining properties.

COMPREHENSIVE PLAN COMPLIANCE

The subject property is governed under the policies of the Revised General Plan. The Revised General Plan places the property within the northern tier of the Rural Policy Area. The area is planned for rural economy uses and limited residential development (Revised General Plan, Chapter 7, *Land Use Pattern and Design Strategy Policies*, Policy 3).

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OUTSTANDING ISSUE:

The submitted materials adequately address and clarify those issues raised in the first referral regarding storm water management, the incorporation of low impact design (LID) techniques, the designation of tree conservation areas (TCAs), the utilization of existing vegetation and supplemental plantings within the required landscape buffers, and the provision of adequate bicycle and pedestrian accommodations. However, staff continues to have concerns with the proposed lighting for the athletic fields.

Lighting

The Plan promotes the use of lighting for public safety and visibility without the nuisance associated with light pollution (Revised General Plan, Chapter 5, Lighting and Night Sky Policies, Policy 1a, p. 5-42). Lighting should be designed for effective nighttime use of the facility, minimizing off-site glare and the deterioration of the natural nighttime environment (Revised General Plan, Chapter 5, Lighting and Night Sky Policies, text). In the first referral, staff requested information regarding the proposed times of illumination and the intensity of lighting necessary for the use of the fields so that the appropriateness of the lighted fields and their compatibility with the surrounding rural area could be assessed. In response, the applicant has provided an updated illumination summary depicting the light intensities around the athletic fields and showing the decrease in light intensity along the properties perimeter which is in compliance with County standards. A plat note has also been added to state that all the lighting will be downward directed, cut off and fully shielded to direct light onto the athletic fields to minimize glare and light trespass on adjoining properties. County staff recommends that conditions of approval be developed to provide assurances that once the proposed lighting is installed and operational it complies with County standards and that corrective measures will be undertaken to assure that the lighting is the minimum levels necessary for the use of the athletic fields. Additionally staff recommends that conditions be developed to limit the hours of illumination of the proposed athletic fields to mitigate potential impacts on adjacent residential properties.

Staff finds that the lighting for the proposed athletic fields is in compliance with the lighting and night sky policies of the Revised General Plan. Staff recommends conditions of approval be developed to ensure the proposed lighting is in compliance with County standards and hours of illumination for the proposed athletic fields are limited to no later than 10:00 pm to mitigate potential impacts on adjacent residential properties.

RECOMMENDATIONS

Staff finds that the proposed use of the subject property as a County park with athletic fields and a shared-use commuter parking lot is consistent with the general land use and public facilities policies of the Revised General Plan. Staff recommends that conditions be developed to ensure that the proposed lighting for the athletic fields is in compliance with County standards and that the hours of illumination extends no later than 10 pm to mitigate potential impacts on adjacent residential properties.

Staff finds that the application for a Commission Permit (CMPT) to establish a County park on the subject site is consistent with the land use and rural economic policies of the Revised General Plan. In addition the Capital Needs Assessment (CNA) for the western subareas of the County demonstrate a deficiency in regional and district parks; the proposed park on the subject property would assist the County in providing citizens with access to need open space and recreational amenities. Staff finds the general location and use of the subject property as a public park is consistent with the Revised General Plan and recommends approval of the Commission Permit.

cc: Julie Pastor, AICP, Director, Planning
Cindy Keegan, AICP, Program Manager, Community Planning-via email

County of Loudoun

Department of Planning

MEMORANDUM

DATE: May 6, 2009

TO: Jane McCarter, Project Manager, Land Use Review

FROM: Pat Giglio, Planner, Community Planning

SUBJECT: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park

BACKGROUND

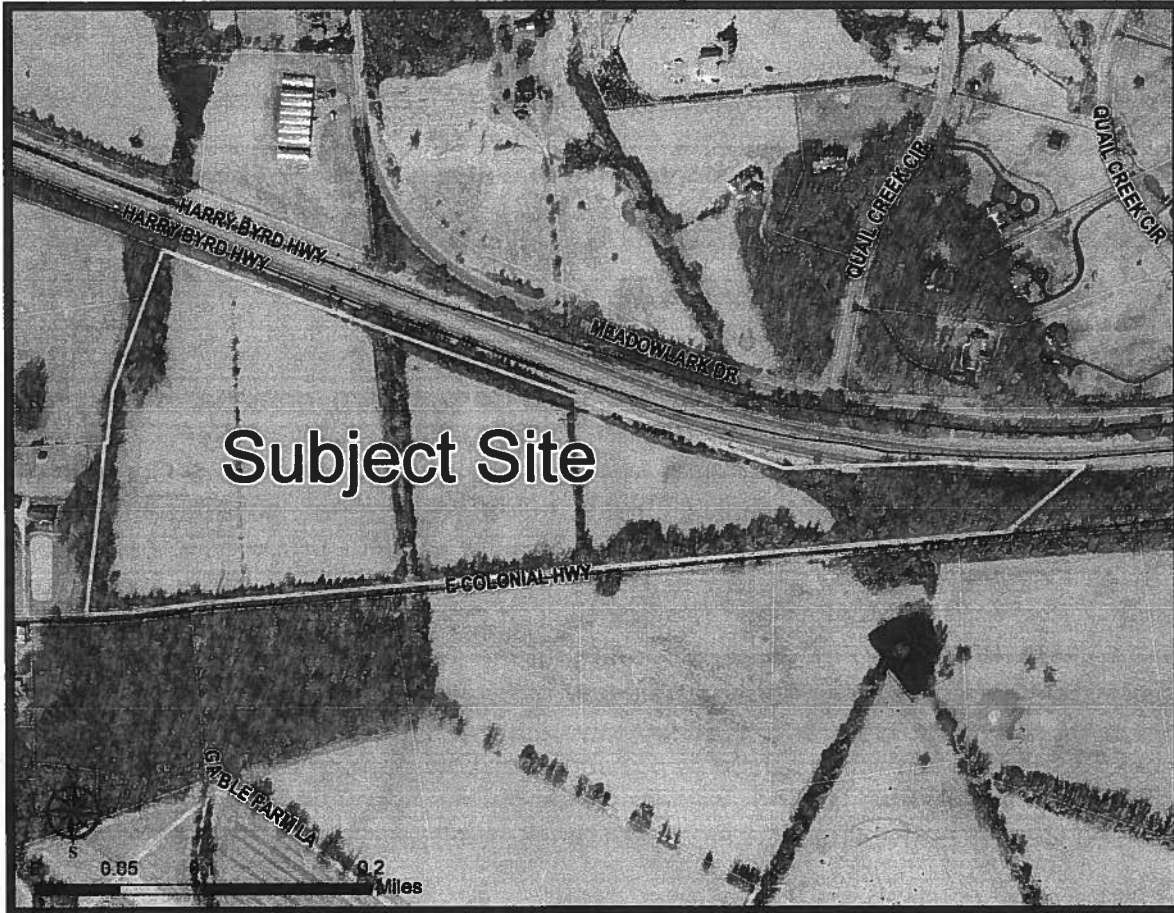
The applicant, Loudoun County Office of Capital Construction, on behalf of the Loudoun County Board of Supervisors (the owner) is requesting a pair of Special Exceptions (SPEXs) and a Commission Permit (CMPT) for the establishment of a County park to include active recreational uses (athletic fields) and local government purposes (commuter parking lot). The approximately 35-acre subject property is bound on the north by Colonial Highway (Business Route 7) and the south of Harry Byrd Highway (Route 7 By-Pass) approximately .8 miles east of the Town of Hamilton. The proposed athletic fields, located on the western portion of the property, would include four lighted baseball/softball fields and a lighted multi-use field. The proposed shared-use commuter parking lot, operated by the Loudoun County Office of Transportation, will accommodate up to 250 vehicles and will be used to provide over-flow parking for athletic events at the park during the evenings and weekends when not occupied by commuters. The proposed County park will be served by an on-site well and drainfields.

The subject property is zoned AR-1 (Agriculture Rural-1) and is governed under the provisions of the Revised 1993 Zoning Ordinance. The active recreational uses (athletic fields) and local government purposes (commuter parking lot) proposed for the park are permitted within the zoning district by Special Exception. A Commission Permit is also required for all public facilities to determine if the general location, character, and extent of the use is in substantial accord with the Comprehensive Plan. The proposed park is not shown as a public facility site on the Public Facilities Map (Revised General Plan, Chapter 3, Public Facilities Map); therefore, a Commission Permit is required.

A review of County GIS identified a small stream, wetlands and forest cover in the far eastern portion of the subject property, however no construction or land disturbing activities are proposed for this area of the site. Additionally individual trees, trees stands

and hedgerows were identified on the subject property. The Planning Department has waived the Phase I Archaeological Survey based on the results of a Phase IA Archaeological Survey of the subject property. The subject property has frontage and will be accessed from Colonial Highway (Business Route 7), which is designated a Virginia Byway.

Vicinity Map



COMPREHENSIVE PLAN COMPLIANCE

The subject property is governed under the policies of the Revised General Plan. The Revised General Plan places the property within the northern tier of the Rural Policy Area. The area is planned for rural economy uses and limited residential development (Revised General Plan, Chapter 7, Land Use Pattern and Design Strategy Policies, Policy 3). The Rural Policies, Public Facilities Policies and Environmental Policies of the Revised General Plan where used to evaluate the application.

ANALYSIS

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A. LAND USE

The County supports the Rural Policy Area as a permanent rural landscape, a unique composite of natural and man-made environments, farms and forestal areas, natural areas and wildlife habitats, villages, and hamlets. The County will permit development in the Rural Policy Area that promotes opportunities for the expansion of rural economic uses, open space, farms, historic and natural areas, forests, the Green Infrastructure, and protects the rural character of the landscape (Revised General Plan, Chapter 7, Land Use Pattern and Design Strategy Policies, Policy 8). The Plan identifies a variety of traditional and non-traditional rural business, including "private camps and parks" which are appropriate in the Rural Policy Area (Revised General Plan, Chapter 7, Land Use Pattern and Design Strategy Policies, Policy 6). The Plan also outlines a series of performance criteria that all rural business uses should meet in order to ensure their compatibility with the character of the surrounding rural area (Revised General Plan, Chapter 7, Land Use Pattern and Design Strategy Policies, Policy 6).

The Plan does not specifically identify "County Park" as a use in the Rural Policy Area but as indicated above, provides guidance on a variety of other appropriate rural business uses, such as private camps and parks, which provide similar facilities for active outdoor recreational uses for residents of the County. Additionally, the Parks, Recreation and Community Services policies of the Plan recommend "wherever possible, new active recreational facilities should be located near the Towns to reinforce the County's land use and fiscal policies" (Revised General Plan, Chapter 3, Parks, Recreation, and Community Services Policies, Policy 9). The location of the proposed park near the Town of Hamilton on Colonial Highway (Business Route 7) will provide convenient site access for both Town and County residents to utilize the facility. The proposed use of the subject property for a park is in keeping with the land use and location policies of the Revised General Plan.

The policies of the Revised General Plan promote the co-location of County facilities, specifically community meeting spaces, shared parking, and athletic fields, where feasible to function as multi-purpose community facilities (Revised General Plan, Chapter 3, General Public Facilities Policies, Policy 8). The Plan calls for these multi-purpose community facilities to be developed with an integrated design which incorporate a variety of uses on a single site. The Loudoun County Office of Transportation will operate the proposed 250 vehicle commuter parking lot with commuter bus services. The proposed shared-use commuter parking lot would be occupied by commuters during the weekdays and patrons of the park attending practices and sporting events during the evenings and weekends. The establishment of the proposed shared-use commuter parking lot on the subject property is supported by Plan policies.

Staff finds that the proposed use of the subject property as a County Park, with athletic fields and a shared-use commuter parking lot, conforms with the general land use and public facilities policies of the Revised General Plan.

B. EXISTING CONDITIONS

The Green Infrastructure is a collection of natural, cultural, heritage, environmental, protected, passive and active resources that will be integrated in a related system. It includes stream corridors, vegetative landscapes, wildlife and endangered species habitats, and heritage resources (*Revised General Plan, Chapter 5, Green Infrastructure Policies, Policy 1*). Development should take place around these elements, incorporating them into the design of the site. Such an approach places a priority on preserving both sensitive environmental and man-made features.

Elements of the Countywide Green Infrastructure can be found on the subject site, including a small stream, wetlands and forest cover. Detailed Plan guidance on the treatment of individual Green Infrastructure elements is outlined in the following sections.

1. Water Resources

The Plan places a priority on the protection of rivers, streams and wetlands; the retention of natural riparian forests and vegetation; and the preservation, buffering, and implementation of performance standards and best management practices as part of a larger water protection strategy. The Plan also calls for the protection of surface water and groundwater resources from contamination and pollution to prevent the degradation of water quality in the watersheds (*Revised General Plan, Chapter 5, Surface and Ground Water Resources, text*). The County encourages new developments to incorporate low impact development (LID) techniques which integrate hydrologically functional designs that minimize the volume of surface water run-off and reduces pollutants to better protect the integrity of receiving streams" (*Revised General Plan, Chapter 5, Surface Water Policies, Policy 17*). LID uses natural vegetation and small-scale treatment systems to treat surface water run off and infiltrate water close to the source.

A small stream bisects the far eastern portion of the property and small areas of wetlands were identified along the northern perimeter and eastern boundary of the property. Both the stream and wetlands areas have been delineated on the submitted Special Exception Plat and will not be impacted by the proposed facilities; however special care should be taken during the construction process to minimize the potential effects of soil erosion and sedimentation that may adversely effect these water resources.

The proposed athletic fields and the large parking areas, as shown on the submitted plat, will generate stormwater runoff and facilitate the runoff of pollutants. The submitted plat does not provide any details on how the proposed stormwater management system for the subject site will be integrated into the overall design. Specific site development details pertaining to the protection of existing water resources and the function of the proposed stormwater management system should be provided. The use of LID

techniques, such as vegetated filter strips and bioretention basins are recommended for the subject site adjacent to the proposed parking areas and building.

Staff recommends that a Stormwater Management Plan be developed in consultation with the County's Environmental Review Team to achieve policy goals regarding surface water and stormwater management on the site. Additional detailed information regarding the design and function of the proposed stormwater management system is requested.

Staff supports the use of low impact development (LID) techniques to minimize the volume of surface water run-off and reduces pollutants from the subject site. Staff welcomes a meeting with the applicant to discuss these issues.

2. Forests, Trees, and Vegetation

The Plan supports the conservation of forest resources and natural vegetation during the site development process for the various economic and environmental benefits that they provide (Revised General Plan, Chapter 5, Forest, Tree and Vegetation Policy 1). The County's forests and trees improve air and water quality, offer important habitat for birds, small mammals and other wildlife. They also redirect airflow and reduce wind speed, stormwater runoff, and soil erosion (Revised General Plan, Chapter 5, Forest, Tree and Vegetation Policy, text). Furthermore, existing vegetation is a superior habitat resource for new tree plantings because it retains essential ecosystem components that support tree and forest re-growth (Revised General Plan, Chapter 5, Forest, Tree and Vegetation Policy, text).

The Revised General Plan states that the submittal and approval of a forest management or tree conservation plan will be required prior to any land development. This plan will demonstrate a management strategy that ensures the long-term sustainability of any designated tree conservation areas (Revised General Plan, Chapter 5, Forest, Tree and Vegetation Policies, Policy 3). Although much of the subject property is open hay fields, some forest cover consisting of mature hardwoods is present in the far eastern portion of the property. The perimeter of the property and an abandoned roadway in the center of the property feature existing hedgerows comprised of native deciduous trees and a scattering of evergreen trees. Staff recommends retention of those healthy and desirable trees within the forested areas and existing hedgerows. The existing trees may be used in lieu of the buffer and screening requirements of the Zoning Ordinance. The Special Exception Plat should be revised to depict all of the existing forest cover and hedgerows on the property and those areas which are to be preserved should be designated as tree conservation areas (TCAs) on the Special Exception Plat.

Staff recommends that as much of the existing vegetation and trees as possible be preserved on the site. Staff recommends that the existing forest cover and hedgerows which are to be preserved on the subject property be designated as tree conservation areas (TCAs) on the proposed Special Exception Plat. Staff

recommends commitment to the long-term maintenance of the tree conservation areas (TCAs).

3. Virginia Byway

Protecting the rural character and scenic quality of rural roads is fundamental to the rural strategy (Revised General Plan, Chapter 7, Land Use Pattern and Design, text). The section of Colonial Highway (Business Route 7) fronting the subject property is designated a Virginia Byway. The road is lined with open fields, large trees and stone walls, characterized by a road bed that follows the natural topography of the land which contributes to the scenic quality of the roadway. Staff recommends that existing rural/rustic character of the roadway and its relationship to the surrounding cultural landscape be considered in the design of entrances and treatment of the road frontage of the subject property.

Staff recommends that any road improvements associated with the proposed facility be sensitive to the rural character of the roadway. Staff would be happy to work with the applicant and the Office of Transportation Services to develop conditions that address the rural/rustic character of the roadway.

C. COMPATIBILITY

The Plan policies support the development of rural businesses that are compatible in scale, use and intensity with the rural environment. The proposed County park, like other rural business uses, must meet established performance criteria, including traffic capacity limits, site design standards (i.e. buffering, use intensity, siting, architectural features) and pose no threat to public health, safety and welfare" (Revised General Plan, Chapter 7, Land Use Pattern and Design Strategy Policies, Policy 6).

The proposed County park will feature athletic fields and a shared-use commuter parking lot which will generate peak-hour traffic, and potential noise and light impacts associated with the proposed athletic fields which may affect adjacent properties.

1. Site Design

The subject property is comprised of two parcels totaling 35 acres, which form a triangle shaped tract bound on north by Harry Byrd Highway (Route 7 By-Pass) and on the south by Colonial Highway (Business Route 7). The prominent location of the proposed County park between two major roadways which serve as gateways into the Rural Policy Area and towns emphasizes the importance of providing a quality design for the site layout and buildings/structures proposed on the site so that they do not detract from the surrounding rural character of the area. The County's rural economy and rural tourism depends on the preservation and enhancement of the natural and man-made environment that contribute to the rural character (Revised General Plan, Chapter 7, The Rural Economy, text).

Athletic fields cover the majority of the western and central portions of the property, with parking located along the southern boundary of the property adjoining Colonial Highway

(Business Route 7). A network of trails connects the athletic fields with restrooms and concessions buildings located in proximity to the fields and off-site trail connections are also being provided for the future. As mentioned earlier, the perimeter of the property is surrounded by forest cover and hedgerows which form a natural buffer that will soften views and contribute to the rural character of the proposed park.

Staff finds the design and scale of the proposed park is in keeping with the rural character of the surrounding area, provided that adequate landscaping and buffering is provided and noise and light impacts are addressed (see discussion below).

2. Landscaping and Buffering

The Statement of Justification states that "existing or proposed landscaping, screening and buffering will be adequate to screen surrounding uses", however no landscaping, including any buffering required by applicable zoning regulations, has been shown on the Special Exception plat.

As mention above, the perimeter of the property, with the exception of the northwest side is surrounded by existing hedgerows which form a natural buffer that screens views of the property from Colonial Highway (Business Route 7) and Harry Byrd Highway (Route 7 By-Pass). The existing trees may be used in lieu of the buffer and screening requirements of the Zoning Ordinance and supplemental plantings may be added to enhance the existing hedgerows and eliminate gaps. These mature trees provide a superior buffer for screening the proposed facilities and eliminating glare on adjoining roadways and properties from the proposed site lighting. The Special Exception Plat should be revised to depict all of the existing perimeter hedgerows which are to be incorporated into the required landscape buffer for the proposed County park. The perimeter hedgerows should be designated as tree conservation areas (TCAs) on the Special Exception plat.

A tree lined abandoned roadway bisects the center of the property and separates two existing hay fields, the submitted Special Exception plat proposes the elimination of the majority of these trees and the construction of a multi-purpose athletic field in the vicinity. Staff encourages the retention of the existing roadway and alley created by the trees on either side of the abandoned roadway as a site feature in the design of the proposed park. The existing trees will provide a shaded area and further separate the athletic fields on the subject property. Special care should be taken during the construction process to protect the existing trees adjoining the roadways and perimeter of the proposed parking lots from damage (i.e. root trenching and safety fencing).

Staff recommends that the existing hedgerows on the perimeter of the property be incorporated into the required landscape buffer for the property. Staff recommends that the trees on either side of the abandoned roadway near the center of the property be preserved and incorporated into the design of the site. Additional detailed information regarding necessary supplementation and a detailed tree preservation plan that indicates the location of trees to be saved

during construction and over the life of the project are requested. Staff recommends delineating all existing tree cover proposed for preservation as Tree Conservation Areas (TCAs).

3. Lighting

The Plan promotes sound night-lighting standards that will “reduce light pollution such as glare, energy waste, light trespass, and the deterioration of the natural nighttime environment” (Revised General Plan, Chapter 5, Lighting and the Night Sky, text). A “star-plex” of four lighted baseball/softball fields and a lighted multi-use field are proposed on the subject property. The Statement of Justification states that “light or glare generated from games played after dusk is not anticipated to have any greater impact on properties in the immediate area than that of vehicular traffic using Route 7”.

The applicant has included an illumination summary depicting the locations of the light poles and anticipated light intensities on the athletic fields and at the perimeter of the property. Information regarding the days and times of illumination should also be provided, so that staff can assess the appropriateness of the lighted fields and their compatibility with the adjacent properties and surrounding rural area.

Staff requests information pertaining to the days and times of illumination for the proposed athletic fields to fully evaluate impacts on adjoining properties and to evaluate the appropriateness of lighted athletic fields in the rural area. Specifically, staff is concerned about the height of the light poles and spillage of light onto adjoining properties and into the night sky. All lighting should be designed to preclude light trespass onto adjoining properties, glare to passersby, sky glow, and deterioration of the nighttime environment.

4. Noise

The County seeks to protect existing and future residents from increased levels of environmental noise (Revised General Plan, Chapter 5, Aural Environment, text). The Statement of Justification states “existing noise emanating from the vehicular traffic using this highway will be greater than a few parents clapping and cheering for their children during a youth sports game.” Staff notes that the nearest residence is located approximately 350 feet to the west of the proposed baseball/softball fields and that potential noise impact may exist, particularly if amplified sound is purposed to announce games.

Staff requests that additional information be submitted to demonstrate that the anticipated noise levels emanating from the use of the subject property will not adversely affect adjoining residential uses and will be in compliance with County standards. Staff recommends conditions be developed to ensure that the noise levels will be in compliance with County standards and that corrective measures by the applicant will be undertaken should the noise levels in the future exceed these standards.

5. Pedestrian and Bicycle Circulation

The Bicycle and Pedestrian Mobility Master Plan emphasizes the importance of providing pedestrian and bicycle connections to and through public parks and recreational facilities (Bicycle and Pedestrian Mobility Master Plan, Chapter 4, Park Access, text). The design of the site should consider both vehicular and non-vehicular traffic. The submitted Special Exception plat depicts an 8' trail entering the property on the southwest corner, adjoining Colonial Highway (Business Route 7), and connecting into the interior trail network of the proposed athletic fields and exiting the eastern corner of the property with a future connection with the Town of Hamilton and the W&OD trail at Clark's Gap. Plan policies call for all bicycle and pedestrian facilities to be designed in accordance with national guidelines established by organizations such as the American Association of State Highway and Transportation Officials (AASHTO) (Countywide Transportation Plan, Chapter 2, Pedestrian and Bicycle Facilities Policies, Policy 8, and Bicycle and Pedestrian Mobility Master Plan, Chapter 4, Transportation Project Development Policies, Policy 2). AASHTO guidelines recommend a width of 10 feet for shared use paths. A reduced width of 8 feet may be appropriate if bicycle traffic is expected to be low, pedestrian use will be no more than occasional, etc. Due to the use of a portion of the proposed park for a commuter parking lot and future plans to create greater bicycle connectivity to the subject property, the use of the trail can be expected to be more than occasional, necessitating a 10-foot trail. Additionally bicycle lockers and/or racks should be considered in support of non-vehicular modes of transportation to support the proposed commuter parking lot.

Staff recommends that the proposed trails within the park be a minimum of 10-feet in width to facilitate safe shared bicycle and pedestrian usage. Staff recommends that bicycle lockers and/or racks be provided in support of non-vehicular modes of transportation for the proposed commuter parking lot. Staff recommends that the applicant commit to providing future bicycle and pedestrian connections to the Town of Hamilton and/or the W&OD trail when the opportunity arises.

RECOMMENDATIONS

Staff finds that the proposed use of the subject property as a County park is consistent with the land use and rural economic policies of the Revised General Plan. However, staff has identified several issues that require additional information for review so that a more thorough analysis of the proposed project can be completed. Staff cannot recommend approval of the Special Exceptions and Commission Permit request at this time.

Staff requests the following information:

- stormwater management plan;
- tree conservation areas;
- road improvements;
- landscaping and buffering plan;

- lighting;
- noise; and,
- bicycle and pedestrian accommodations.

Staff recommends the following design changes:

- designation of specific tree conversation areas (TCAs) to include trees on both sides of abandoned roadway and perimeter hedgerows;
- utilization of low impact development (LID) techniques; and,
- provision of trails that are minimum of 10-feet in width to accommodate safe bicycle and pedestrian access.

Staff would be happy to meet with the applicant to discuss any comments or questions.

cc: Julie Pastor, AICP, Director, Planning
Cindy Keegan, AICP, Program Manager, Community Planning-via email

COUNTY OF LOUDOUN
DEPARTMENT OF BUILDING AND DEVELOPMENT
ZONING ADMINISTRATION 2nd REFERRAL

DATE: June 2, 2009
TO: Jane McCarter, Project Manager
Department of Planning
FROM: Michelle M. Lohr, Planner
**CASE NUMBER
& NAME:** SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park
TAX MAP/PARCEL /37////////58A/ and /37////////58B/
MCPI: 346-35-3765; 346-36-7436

This referral is in response to the request for comments dated August 12, 2009 regarding two special exception applications and a commission permit application to construct an active park and commuter park and ride parking lot. The following documents, submitted with the August 12th Memorandum from Project Manager Jane McCarter were reviewed: Information Package, August 11, 2009 response to first referral comments, and Special Exception Plat dated February 2009, revised through 8/5/09, prepared by Patton Harris Rust & Associates, pc., consisting of 4 sheets. Zoning staff has the following outstanding comments:

1. Cover Sheet. Note #7. As special exceptions are typically approved to be in substantial conformance with the special exception plan, revise Note #7 to state the reason that the location of the buildings, structures and parking lots could be subject to change, such as for engineering reasons.
2. It is noted that the boundary line adjustment for the property was approved on August 5, 2009. Revise 19 accordingly.

RECOMMENDATION

The comments included in this referral should be addressed prior to action by the Board of Supervisors.

Copy: Marilee L. Seigfried, Deputy Zoning Administrator

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COUNTY OF LOUDOUN
DEPARTMENT OF BUILDING AND DEVELOPMENT
ZONING ADMINISTRATION REFERRAL

DATE: June 2, 2009
TO: Jane McCarter, Project Manager
Department of Planning
FROM: Michelle M. Lohr, Planner *mmL*
CASE NUMBER
& NAME: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park
TAX MAP/PARCEL /37////////58A/ and /37////////58B/
MCPI: 346-35-3765; 346-36-7436

A. APPLICATION SUMMARY

This referral is in response to the request for comments dated April 3, 2009 regarding two special exception applications and a commission permit application to construct an active park and commuter park and ride parking lot. The subject property is zoned AR-1 Agricultural Rural 1 and is administered under the Revised 1993 Loudoun County Zoning Ordinance. The property contains land within the MDOD (Mountainside Development Overlay District) and areas of steep slopes. In accordance with Table 2-102 of the Zoning Ordinance, the proposed Active Park is permitted by special exception within the use type "Community, neighborhood, or regional park, active recreational uses." The Commuter Park and Ride Parking Lot is also permitted by Special Exception within the use type "Structures or uses for local government purposes not otherwise listed in the district."

The following documents, submitted with the April 3, 2008 Memorandum from Project Manager Jane McCarter were reviewed: Information Package, Statement of Justification dated February 2009, and Special Exception Plat dated February 2009, prepared by Patton Harris Rust & Associates, pc., consisting of 4 sheets.

The subject parcels consist of a 23.67 acre parcel and an 11.43 acre parcel, for a total of 35.1 acres and is zoned AR-1 (Agricultural Rural-1) and contains areas of Moderately Steep Slopes. The property is currently vacant.

B. SECTION 6-1310 ISSUES FOR CONSIDERATION

1. (A) *Whether the proposed special exception is consistent with the Comprehensive Plan.* Zoning defers to Community Planning in the Department of Planning regarding this issue.
2. (B) *Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.* Zoning defers to Fire and Rescue regarding this issue.
3. (C) *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.* The noise standards of Section 5-1507 apply to the proposed uses.
4. (D) *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.* The lighting requirements of Section 5-1504 apply to the proposed uses.

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5. (F) *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses.* The landscaping requirements of Sections 5-1400 apply to the proposed uses and will be reviewed in detail during site plan review. A Type 3 buffer is required along Colonial Highway (Business Route 7) in front of the proposed commuter parking lot (Group 1 single family residential and the Group 8 parking lot use).
6. (J) *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.* Zoning defers to the Office of Transportation Services regarding this issue.

C. OTHER ISSUES

11. **Section 5-1100. Parking.** As active recreation use is not specifically listed in the parking requirements, the parking rate is as determined by the Zoning Administrator and will be verified at the time of site plan review.
12. **Section 5-1504 Light and Glare Standards.** The light and glare standards of Section 5-1504(A) apply. Include statement on the special exception plat that Section 5-1504 applies to the proposed use.
13. **Section 5-1507 Noise Standards.** The noise standards of Section 5-1507. Include statement on the special exception plat that Section 5-1507 applies to the proposed use.
14. **Section 5-1508. Steep Slopes.** The site contains areas of moderately and very steep slopes. In accordance with Section 5-1508(F), a grading permit and locational clearance will be required at the time of site plan review.
15. **Section 6-701. Site Plan.** Please be advised that a site plan is required in addition to the special exception prior to establishing the proposed uses.

C. SPECIAL EXCEPTION PLAT

16. Cover Sheet. Note #7. This note states that the locations of the buildings, structures and parking lots are conceptual in nature and that the final location of improvements are subject to change and not subject to approval by the Board of Supervisors. As the applicant is to guarantee substantial conformity to the special exception plat, Note #7 should be revised to simply state that changes to the plan layout might occur due to engineering design.
17. Cover Sheet. Note #12. Please note that an approved site plan is required prior to zoning permit approval.
18. Cover Sheet. Note #13. The lighting requirements of Section 5-1504 apply to these uses.
19. Cover Sheet. In addition to the yard requirements cited, the setback requirements of Section 5-900 apply to the site: Harry Byrd Highway – 200' building; 100' parking setback.
20. Cover Sheet. It is noted that a boundary line adjustment application has been filed [BLAD 2009-0028] to vacate the property line shared by the subject parcels. This lot consolidation will alleviate buffering and landscaping issues along that property line. Include a note regarding the boundary line adjustment application.
21. Sheet 3. A Type 3 buffer is required to screen the commuter parking lot from the adjacent properties.
22. One of the bus shelters is shown within the required 75' yard along East Colonial Highway/Business Route 7 [Section 2-103(A)(3)(c)]. Please relocate this structure.

D. ENVIRONMENTAL REVIEW TEAM COMMENTS

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Comments from the Environmental Review Team dated April 27, 2009 were forwarded to the Project Manager under separate cover and are attached to this referral for reference.

E. RECOMMENDATION

The comments included in this referral should be addressed prior to action by the Board of Supervisors.

Copy: Marilee L. Seigfried, Deputy Zoning Administrator

DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: September 4, 2009

TO: Jane McCarter, Department of Planning

FROM: Todd Taylor, Environmental Engineer *MTT*

THROUGH: Gary Clare, Chief Engineer *GC*
William Marsh, Environmental Review Team Leader *WM*

CC: Dana Malone, Urban Forester
Michelle Lohr, Zoning Planner
Pat Giglio, Community Planner, Department of Planning

**SUBJECT: SPEX-2009-0004, SPEX-2009-0015, & CMPT-2009-0003
Scott Jenkins Memorial Park
(2nd Submission)**

The Environmental Review Team (ERT) has reviewed the revised application and offers the following comments.

1. The special exception plat depicts restrooms and a trail approximately 8 to 10 feet from the "Moon Tree". Staff recommends that the restroom and trail be shifted to the east or relocated elsewhere on the property to ensure protection of the tree's critical root zone. The "Moon Tree" should be included as a tree save area or specified on the plat as an individual tree to be preserved. ERT recommends a condition of a approval requiring the following: 1) no land disturbance within 20 feet of the tree; 2) 4-foot welded wire tree protection fence with "Tree Protection" signage in English and Spanish spaced no more than every 30 feet all the way around the tree protection fence; 3) a plaque explaining the tree's significance and history; and 4) no future site alteration within 30 feet of the tree. [Revised General Plan (RGP) Forest, Trees, and Vegetation Policy 1]
2. For clarity, please include a legend on Sheet 3 identifying the tree save area symbol. In addition, staff recommends a condition of approval specifying the intent and limitations of the designated tree save areas, in addition to the specific measures for the "Moon Tree" identified above.
3. The applicant's responses state that the absence of curb and gutter within the parking lot design and the use of grass swales increases time of flow for runoff to reach proposed stormwater management ponds, promoting infiltration. Staff agrees with this approach and recommends that the use of no curb and gutter in parking lot areas

and grass swales to convey stormwater runoff be provided as a condition of approval. [RGP Surface Water Policy 5]

4. The applicant's responses state that the initial Phase 1 development, consisting solely of the large ball field, will require less than 6,700 gallons per day during a 30-day period, which is below the 10,000 gallons per day threshold referenced in Section 6.240 of the Facilities Standards Manual (FSM), requiring a hydrogeologic assessment. The responses go on to state that the applicant will commit to conducting a hydrogeologic assessment prior to construction of the irrigation system for the Phase 2 fields. Staff recommends that the assessment be provided as a condition of approval, to trigger the requirement at the time of the first site plan submittal. The condition will make it clear that the hydrogeologic assessment is required due to the water demand for both phases, collectively. Considering the limited water resources in this area of the County, it is important that the hydrogeologic assessment be conducted. [RGP Groundwater Policy 4]
5. The applicant's responses state that it is anticipated that the applicant shall install low flow fixtures and waterless urinals in the proposed restrooms. Staff recommends that these water conserving measures be included as a condition of approval. As previously stated, including water conservation measures within the project would establish a positive example of efficient water use in an area of the County with limited water resources and would be consistent with the Public Facilities goal language on Page 3-6 and General Water Policies on Page 2-20 of the RGP.
6. In addition to the Noise Standards specified in Section 5-1507 of the Revised 1993 Loudoun County Zoning Ordinance, which is referenced in applicant's responses, staff recommends that the applicant address protection of the proposed park use from noise generated by Route 7. Based on Table 4-1 on page 4-8 of the Revised Countywide Transportation Plan (CTP), noise abatement measures should be considered if noise levels approach or exceed 67 decibels (dBA) for parks and active sport areas. The application should also consider noise generated from the park uses and impacts on adjacent properties. [CTP Noise Policy 2 and RGP Highway Noise Policies 1 and 3]

Please contact me if you need any additional information or have questions.

DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: April 27, 2009

TO: Michelle Lohr, Zoning Planner

FROM: Todd Taylor, Environmental Engineer *TT*

THROUGH: Gary Clare, Chief Engineer *GC*
William Marsh, Environmental Review Team Leader *WM*

CC: Pat Giglio, Community Planner, Department of Planning

SUBJECT: SPEX-2009-0004, SPEX-2009-0015, & CMPT-2009-0003
Scott Jenkins Memorial Park

The Environmental Review Team (ERT) reviewed the subject application during the April 20, 2009, ERT Meeting. A site visit was also conducted on April 23, 2009. Our comments pertaining to the current application are as follows. The comments include references to policies in the Revised General Plan (RGP), however, the comments also are relevant to the Issues for Consideration described in Section 6-1310 of the Revised 1993 Loudoun County Zoning Ordinance (1993 LCZO).

Regarding tree cover

1. Staff recommends adjusting the site layout to more comprehensively preserve the central hedgerow that bisects the site. The entrance road is an attractive natural feature that includes two significant white oak trees, with diameters at breast height (DBH) of 54 and 40 inches, located on the west side of the driveway (see attached photographs 1 and 2). In addition, the hedgerow includes the "Moon Tree", located on the east side of the driveway (see attached photograph 3). The "Moon Tree" orbited the Moon as part of the Apollo 14 Mission in February 1971. Approximately 400-500 seeds were carried onboard, and upon return to earth, were germinated by the U.S. Forest Service. The trees were then planted throughout the world including such notable locations as the White House, Washington Square in Philadelphia, and various other locations including universities and NASA centers. While a few Ailanthus trees are located in the hedgerow, they are insignificant and could be sanitized out along with a few other trees of poor form, poor quality and poor structural integrity. To minimize or eliminate disturbance to the existing trees, staff strongly recommends moving the large rectangular field east of the hedgerow. Staff also recommends including a plaque to explain the history of the "Moon Tree" to park visitors. [RGP Forest, Trees, and Vegetation Policy 1]

Countywide Transportation Plan (CTP), noise abatement measures should be considered if noise levels approach or exceed 67 decibels (dBA) for parks and active sport areas. The application should also consider noise generated from the park uses and impacts on adjacent properties. [CTP Noise Policy 2 and RGP Highway Noise Policies 1 and 3]

Please contact me if you need any additional information or have questions.



Photograph 1: White oak with 54-inch DBH located on the west side of the driveway.



Photograph 2: White oak with 40-inch DBH located on the west side of the driveway.



Photograph 3: "Moon Tree" (sweet gum) located on the east side of the driveway.



Photograph 4: Pin oak located near the northwestern corner of the property.

County of Loudoun
Office of Transportation Services

MEMORANDUM



DATE: September 25, 2009

TO: Jane McCarter, Project Manager
Department of Planning

FROM: Marc Lewis-DeGrace, Transportation Planner *MLDG*

SUBJECT: CMPT 2009-0003, SPEX 2009-0004 & SPEX 2009-0015 –
Scott Jenkins Memorial Park
Second Referral

Background

This referral updates the status of issues identified in the first OTS referral on these applications (dated June 24, 2009). The subject Commission Permit (CMPT) and Special Exception (SPEX) applications propose an active recreational park with lighted fields and a 250-space commuter parking lot on an approximately 35-acre site in the Agricultural Rural (AR-1) zoning district. The site is located on the north side of East Colonial Highway (Business Route 7), approximately one (1) mile east of the Town of Hamilton. Access to the proposed uses would be via two new entrances from Business Route 7, one for passenger vehicles (for both the park facilities and commuter parking lot) and the other for the exclusive use of commuter buses.

This update is based on review of materials received from the Department of Planning on August 13, 2009, namely (1) a letter responding to first referral comments, dated August 11, 2009, and (2) a special exception plat prepared by Patton Harris Rust & Associates, PC, dated February 2009.

Status of Transportation Issues/Comments

Staff comments from the first OTS referral as well as the Applicant's responses (quoted directly from its August 11, 2009 response letter) and current issue status, are provided below.

1. Initial Staff Comment (1st Referral): The traffic study recommends that the speed limit be lowered to 45 MPH for the entire segment of East Colonial Highway (Business Route 7) between Hamilton Station Road (Route 704) and Charlestown Pike (Route 9) due to existing roadway conditions. OTS staff notes that the Board of Supervisors would need to request such a speed limit reduction from VDOT, and that a speed study would need to be completed. OTS defers to VDOT's traffic engineering section for additional comments on this matter.

Applicant's Response (August 11, 2009): Agreed with OTS comments, speed reduction should be requested by the County Board to VDOT. The reduction in speed is suggested for improved site access, but is not required for VDOT approval of the proposed site.

Issue Status: Issue resolved.

2. Initial Staff Comment (1st Referral): OTS staff requests further explanation of the "alternative length" measurement used in the traffic study [Attachment 16 in the 1st OTS referral]. In addition, OTS would like to know why the westbound left-turn lane length provided at the main site entrance (510 feet) is shorter than the maximum length (550 feet) noted in the study [Attachment 16 in the 1st OTS referral].

Applicant's Response (August 11, 2009): The table was derived by PHR+A from VDOT Location and Design calculations for another public road project in the County. The Alternative AASHTO column was shown to reflect the VDOT L&D, Traffic Engineering, and Land Development direction that the AASHTO turn lane standards could be satisfied based on the length of turn lane and storage. No written standards have been adopted by VDOT other than revisions to the VDOT Regional Road Design Manual. However, based on current land use application review regarding design waivers, since Business 7 is not a National Highway System Route, the application of the VDOT Road Design Manual minimum turn lane standards should apply. Or a 55 MPH speed limit, the turn lane storage is based on capacity analyses for urban conditions with a minimum storage length of 200 feet. A 200 foot taper is required for roads with over 45 MPH design speed. For the subject site use, PHR+A revised table 10, as attached, to show the storage requirements in relation to VDOT Road Design standards and concluded that the turn lane[s] are adequate. The comparisons also show the minimum turn lane requirements for AASHTO guidelines for 50 [MPH] and 55 [MPH] design speeds, for comparison purposes. The left turn lane into the site is 510 feet (410 ft turn plus 100 ft taper) allows for storage and deceleration per AASHTO minimum requirements at 50 MPH design, and exceeds the minimum VDOT standards of 400 feet. VDOT review did not highlight any turn lane issues.

Issue Status: Issue resolved.

3. Initial Staff Comment (1st Referral): Consistent with the traffic study's 2010 recommendation, the eastbound left-turn lane into the main site entrance and the westbound right-turn lane into the bus access lane and main site entrance should be installed prior to the opening of Phase 1 of this project. In addition, the plat should be clarified to clearly indicate the length of each turn lane proposed.

Applicant's Response (August 11, 2009): The plat has been updated to include the turn lane lengths (taper + storage).

Issue Status: Issue resolved.

4. Initial Staff Comment (1st Referral): It does not appear that the right-turn lane is long enough to allow for sufficient deceleration of buses accessing the site. The right-turn lane should begin at an appropriate point prior to the bus entrance.

Applicant's Response (August 11, 2009): The right turn length into the bus area has a storage length of 410 feet to the return and 190 foot taper. The VDOT Road Design Manual requirements show a 200 foot turn lane with 200 foot taper. The increase in storage length, as measured from the bus entrance curb return, reflects adequate AASHTO deceleration area for the buses at a 55 MPH speed, with the inclusion of turn lane and taper area. The proposed design should satisfy VDOT requirements.

Issue Status: Issue resolved.

5. Initial Staff Comment (1st Referral): Appropriate signage should be installed to (1) prohibit all eastbound left turns into the bus entrance, and (2) prohibit non-authorized vehicles from accessing the site via the bus entrance.

Applicant's Response (August 11, 2009): Agreed. To be includ[ed] in signing and pavement marking plan for the site plan.

Issue Status: Issues resolved, pending inclusion of condition language to this effect.

6. Initial Staff Comment (1st Referral): All-way stop control (stop signs) should be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charlestown Pike (Intersection 10) prior to the opening of Phase 1 of this project.

Applicant's Response (August 11, 2009): Agreed, conditions should be added, subject to VDOT approval.

Issue Status: Issue resolved, pending inclusion of condition language to this effect.

7. Initial Staff Comment (1st Referral): The traffic study indicates that, under 2020 conditions, a dedicated eastbound left-turn lane on East Colonial Highway and a dedicated westbound right-turn lane on Dry Mill Road at Charlestown Pike (Intersection 10) would improve overall intersection LOS at this location to acceptable levels during both weekday AM and PM peak hours as well as on Saturday. A contribution commensurate with the site impacts should be provided.

Applicant's Response (August 11, 2009): The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation fund prior to the opening of Phase 2 of the park.

Issue Status: OTS staff appreciates the Applicant's commitment to a pro-rated contribution towards future intersection improvements. Based on further review of the traffic study and discussions with the Applicant, OTS staff believes that a contribution based on site-generated impacts is more appropriate for the intersection of Hamilton Station Road and East Colonial Highway, as outlined in Comment #8 below. **Issue resolved.**

8. **Initial Staff Comment (1st Referral):** The traffic study indicates that, under 2020 conditions, the installation of a mini-roundabout at the intersection of East Colonial Highway and Hamilton Station Road (Intersection 3) would result in acceptable LOS at this location during both the weekday AM and PM peak hours as well as on Saturday. Further discussion on potential improvements at this location is necessary and need to include the Town of Hamilton as the intersection is in close proximity to the town limits. OTS staff requests further information as to whether a traffic signal was considered for this location. In any case, a contribution commensurate with the site impacts should be provided.

Applicant's Response (August 11, 2009): *The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation Fund prior to [the] opening of Phase 2 of the park.*

In evaluating mitigation measures, the analysis did consider if signalization would be appropriate, but based on the projected 2020 peak hour volumes, a signal would not be warranted based on MUTCD volume guidelines. VDOT would typically require a multi-hour warrant study for an existing intersection to justify signal installation, so review of a roundabout was included as [a] potential alternative. Note that the LOS is adequate with Phase 1 development.

Issue Status: OTS staff appreciates the Applicant's commitment to a pro-rated contribution towards future intersection improvements at this location. OTS recommends that the Applicant contribute \$130,000.00 toward future transportation improvements in the area prior to the opening of Phase 2 of the park; this figure is representative of the site-generated impacts on left turn movements from southbound Hamilton Station Road to eastbound East Colonial Highway. **Issue resolved, pending inclusion of condition language to this effect.**

9. **Initial Staff Comment (1st Referral):** OTS staff recommends that the multi-use path along the length of site should be increased to 10 feet in width per AASHTO guidelines.

Applicant's Response (August 11, 2009): *A multi-use trail has been added along the frontage of the property. It will be 10' in width when constructed in the future.*

Issue Status: OTS staff recommends that the trail be constructed in phases, with the segment along the frontage of the park and ride lot constructed prior to

the opening of Phase 1. Issue resolved, pending inclusion of condition language to this effect.

Conclusion

Subject to the inclusion of condition language as noted in this referral, OTS has no objection to the approval of these applications. OTS recommends that the speed limit reduction discussed in Comment #1 be pursued with VDOT.

cc: Andrew Beacher, Assistant Director, OTS
Lou Mosurak, Senior Coordinator, OTS
Nancy Gourley, Transit Division Manager, OTS

County of Loudoun
Office of Transportation Services

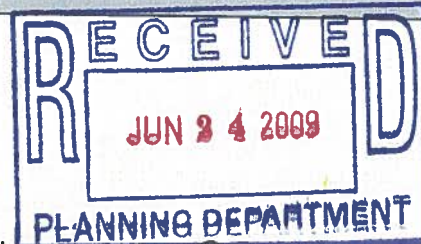
MEMORANDUM

DATE: June 24, 2009

TO: Jane McCarter, Project Manager
Department of Planning

FROM: Marc Lewis-DeGrace, Transportation Planner *MLDG*

SUBJECT: CMPT 2009-0003, SPEX 2009-0004 & SPEX 2009-0015 –
Scott Jenkins Memorial Park
First Referral



Background

These Commission Permit (CMPT) and Special Exception (SPEX) applications propose an active recreational park with lighted fields and a 250-space commuter parking lot on an approximately 35-acre site in the Agricultural Rural (AR-1) zoning district. The site is located on the north side of East Colonial Highway (Business Route 7), approximately one (1) mile east of the Town of Hamilton. Access to the proposed uses would be via two new entrances from Business Route 7, one for passenger vehicles (for both the park facilities and commuter parking lot) and the other for the exclusive use of commuter buses. A vicinity map is provided as *Attachment 1*, and a reduced version of the special exception plat depicting the site layout is provided as *Attachment 2*.

In its consideration of these applications, the Office of Transportation Services (OTS) reviewed materials received from the Department of Planning on April 6, 2009, including (1) a statement of justification, dated February 2009, (2) a traffic impact study, dated February 18, 2009, along with supplemental traffic information dated March 20, 2009, and (3) a Commission Permit/Special Exception plat (plan set), dated February 2009, all prepared by Patton Harris Rust Associates, P.C.

Existing, Planned and Programmed Transportation Facilities

According to the Revised General Plan, the site is located within the Rural Policy Area. Major roadways serving the site are described below. OTS' review of existing and planned transportation facilities is based on the 2001 Revised Countywide Transportation Plan (2001 Revised CTP) and the 2003 Bicycle & Pedestrian Mobility Master Plan (2003 Bike & Ped Plan).

East Colonial Highway (Business Route 7) (segment from Hamilton Station Road (Route 704) east to Charlestown Pike (Route 9)/Dry Mill Road (Route 699) is classified by the 2001

Revised CTP as a major collector, and is a designated Virginia Scenic Byway. It is built to its ultimate planned two-lane rural undivided (R2) section within a variable right-of-way (ROW).

The 2003 Bike & Ped Plan categorizes this segment of roadway as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned. Currently, there are two existing four-foot sidewalks along East Colonial Highway to the west of the site; on the north side of the road, a sidewalk is in place from the end of the Old South Restaurant property and Twinoaks Place (approximately 600 feet); on the south side of the road, a sidewalk is in place from the Hamilton Town Limits to the eastern end of the Hamilton Rescue Squad property (approximately 1,500 feet).

Harry Byrd Highway (Route 7) (segment from the Route 7 Business interchange at Round Hill east to the Route 9 interchange) is classified by the 2001 Revised CTP as a principal arterial. It is currently built as a four-lane median divided (R4M) limited access facility with grade-separated interchanges at (1) Route 7 Business at Round Hill, (2) Route 287 (Berlin Turnpike); (3) Route 704 (Hamilton Station Road), and (4) Route 9 (Charlestown Pike). The 2001 Revised CTP calls for future widening to six-lanes (within the existing 200-foot ROW), along with construction of an additional grade-separated interchange at Route 690 (Hillsboro Road).

Hamilton Station Road (Route 704) (segment from Business Route 7 north to Route 9) is classified by the 2001 Revised CTP as a major collector. It is currently built as a two-lane local access rural (R2) section within a variable ROW. A grade-separated interchange is in place at Route 7, and a traffic signal is in place at Route 9. The adopted 2001 Revised CTP, calls for Hamilton Station Road to remain a two-lane (R2) facility within a 50-foot ROW.

The 2003 Bike & Ped Plan categorizes Hamilton Station Road as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned.

Harmony Church Road (Route 704) (segment from Business Route 7 south to Hughesville Road (Route 725)) is classified by the 2001 Revised CTP as a major collector, and is a designated Virginia Scenic Byway. It is currently built as a two-lane local access rural (R2) section within a variable ROW. The adopted 2001 Revised CTP, calls for Harmony Church Road to remain a two-lane (R2) facility. The adopted 2001 Revised CTP calls for Harmony Church Road to remain a two-lane (R2) facility.

The 2003 Bike & Ped Plan categorizes Harmony Church Road as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned.

Charlestown Pike (Route 9) (segment from Business Route 7 northwest to Hamilton Station Road (Route 704)) is classified by the 2001 Revised CTP as a minor arterial, and is a designated Virginia Scenic Byway. It is currently built as two-lane local access rural (R2) section within a variable ROW. A grade-separated interchange is in place at Route 7, and traffic signals are in place at Clarkes Gap Road (Route 662) and at Hamilton Station Road (Route 704). The adopted 2001 Revised CTP calls for Charlestown Pike to remain a two-

lane rural (R2) facility but with minor widening and installation of turn lanes at major intersections.

The 2003 Bike & Ped Plan categorizes Charlestown Pike as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned in the future. The W&OD Trail travels along the west side of Route 9 from Business Route 7 north for approximately 800 feet (on the bridge over Route 7) before turning northwest into Paeonian Springs.

Canby Road (Route 662) is a local secondary road which intersects Business Route 7 east of the proposed site. As a local road, Canby Road is not part of the CTP network and is not governed by the 2001 Revised CTP.

Dry Mill Road (Route 699) is a local secondary road which connects Business Route 7 (east of the site) and West Loudoun Street (in the Town of Leesburg); it is a designated Virginia Scenic Byway. As a local road, Dry Mill Road is not part of the CTP network and is not governed by the 2001 Revised CTP. The W&OD Trail roughly parallels Dry Mill Road between the Business Route 7/Route 9 intersection and the Town of Leesburg.

Review of Submitted Traffic Study

The Applicant's submitted traffic study (dated February 18, 2009) analyzed current and future traffic conditions in the area, focusing on seven existing and three future intersections (the future intersections include the main site entrance from East Colonial Highway as well as two internal intersections on the site). Existing lane use and traffic control for the intersections analyzed is illustrated on *Attachment 3*. The project is proposed to be constructed in two phases: Phase 1 (to be completed by 2010) consists of a 250-space commuter parking lot with two bus bays (to be served by the County's commuter bus service in the AM and PM weekday peak periods), as well as the initial baseball field for the park; Phase 2 (to be completed by 2020) would add the remaining park uses, including three baseball fields, one large rectangular sports field and an additional 261 parking spaces. The study analyzed the commuter parking lot use in light of its peak hour weekday traffic impacts, while the park use was analyzed in light of both its weekly and Saturday peak hour traffic impacts. Relevant portions of the study are summarized below.

Existing (2008) Traffic Volumes and Levels of Service (LOS)

Attachment 4 illustrates existing average daily traffic volumes in the vicinity of the subject site. Traffic counts were taken in December 2008 at the seven existing intersections in the study area both during weekday AM and PM peak hours as well as during midday hours on Saturday; counts are depicted on *Attachment 5*. The study indicates that in December 2008, East Colonial Highway carried between 4,500 and 4,725 vehicles per day (VPD) near the site.

Attachments 6 & 7 summarize existing intersection LOS in the vicinity of the site. Under existing traffic controls, the westbound Route 7 exit ramp at Route 9 (Intersection 8) operates at failing LOS during the weekday PM peak hour, while the eastbound Route 7 exit ramp at Route 9 (Intersection 9) operates at failing LOS during both AM and PM weekday peak hours

as well as during the Saturday midday peak. The overall southbound movement at Route 9 and East Colonial Highway/Dry Mill Road (Intersection 10) operates at failing LOS during the weekday AM peak hour.

Background Traffic Growth

The traffic study assumes a 4.0% annual growth rate for traffic volumes along Business Route 7 in the vicinity of this site. This figure is consistent with housing growth trends for the Route 7 West Planning Subarea contained in the 2007 Loudoun County Growth Summary.

Trip Generation from Proposed Development

As noted above, the site is proposed to be developed in two phases: Phase 1 (2010) is proposed to consist of a 250-space commuter parking lot and the initial baseball field for the park. Phase 2 (2020) would add the remaining park uses, including three baseball fields, one large rectangular sports field and an additional 261 parking spaces. It is noted that the traffic study used a combination of ITE trip generation codes (412 – County Park; 417 – Regional Park, and 488 – Soccer Complex) and assumed the highest possible trip generation for the proposed park uses. Trip generation figures for Phase 1 are listed in *Attachment 8* and summarized in the table below:

Phase 1 (Interim) Trip Generation – 2010

Land Use	Amount	AM Peak Hour			PM Peak Hour			Daily	Sat Peak Hour			Sat
		In	Out	Total	In	Out	Total	Total	In	Out	Total	Total
Maximum Park Uses (ITE Code 488)	1 field	2	2	4	19	18	28	96	16	18	34	243
Park & Ride Lot (ITE Code 90)	250 Spaces	146	34	180	36	119	155	1,125	0	0	0	0
Total Trips (Interim)		148	36	184	55	128	183	1,221	16	18	34	243

Trip generation figures for Phase 2 are listed in *Attachment 9* and are summarized in the table below:

Phase 2 (Buildout) Trip Generation – 2020

Land Use	Amount	AM Peak Hour			PM Peak Hour			Daily	Sat Peak Hour			Sat
		In	Out	Total	In	Out	Total	Total	In	Out	Total	Total
Max. Park Uses (ITE Codes 488, 412, 417)	5 fields/ 30 acres	10	9	19	97	43	140	1,608	81	87	168	1,200
Park & Ride Lot (ITE Code 90)	250 Spaces	146	34	180	36	119	155	1,125	0	0	0	0
Total Trips (Buildout)		156	43	199	133	162	295	1,606	81	87	168	1,200

Trip Distribution & Assignment

The traffic study (*Attachment 10*) distributed peak hour site-generated trips on the road network based on previous traffic studies, existing traffic patterns and input from Loudoun County OTS staff. For Phases 1 (2010) and 2 (2020), the TIA provides estimates for both the commuter parking lot generated traffic and the sports-related uses. A component of these site-generated trips is the commuter buses traveling to and from the commuter lot during the weekday AM and PM peak periods.

For commuter lot trips, the study estimates that 80% of the site-generated trips would arrive from the west via East Colonial Highway; the remaining 20% of site-generated trips are estimated to arrive from the east via East Colonial Highway from Charlestown Pike.

For park-related trips, the study estimates that 55% of the site-generated trips would arrive at the site from the west via East Colonial Highway; the remaining 45% of site-generated trips are estimated to arrive from the east via East Colonial Highway.

Commuter Bus Routing

It is envisioned that all of the commuter buses (in the AM and PM) will access the site from the east via the Route 9 interchange and East Colonial Highway. Buses exiting in the AM will make a left-turn from the site and continue eastbound to the Route 9 interchange to locations at points east. The traffic study anticipates 12 bus trips to/from this site in the AM.

Buses exiting in the PM will make a right-turn from the site and continue west on East Colonial Highway to Hamilton Station Road (Route 704) to Route 7 west to points further west in Loudoun County. The traffic study anticipates 18 bus trips to/from this site in the PM.

Forecasted (2010) Traffic Volumes, Levels of Service, and Mitigation Measures

Under background conditions (without the proposed development) in 2010, the traffic study (*Attachment 11*) indicates that the same intersections/movements that currently experience unacceptable LOS under existing (2008) conditions (Intersections 8, 9 and 10) will continue to operate as such with increased delays. It is noted that the southbound left-turn movement from Charlestown Pike to eastbound Route 7 (Intersection 9) moves from an acceptable LOS (LOS D) under existing conditions to an unacceptable LOS (LOS F) in the weekday AM peak hour.

With the proposed development (total future conditions) in 2010, the traffic study (*Attachment 12*) indicates that Intersections 8, 9 and 10 continue to experience unacceptable LOS with additional increases in delays.

Regarding mitigation measures to be completed before the site opening in 2010 (Phase 1), the traffic study (*Attachment 13*) indicates that the installation of all-way stop signs at Charlestown Pike/East Colonial Highway/Dry Mill Road (Intersection 10), while increasing overall delays at this location, would result in overall acceptable LOS at this intersection during the weekday AM and PM hours (LOS D and LOS C, respectively).

The traffic study also examined the need for left- and right-turn lanes into the site, also prior to the site opening in 2010. Based on VDOT turn lane warrants, a left-turn lane is required at the main site entrance (*Attachment 14*). A right-turn lane is not required based on VDOT warrants (*Attachment 15*), but the study recommends that a right-turn lane be installed due to the operational improvements that would result as well as driver expectations in the area. The study proposes that the length of the turn lanes be based on a reduced speed limit of 45 MPH (50 MPH design speed) (*Attachment 16*).

Future lane use and traffic control at the main site entrance (Intersection 4) and on-site intersections (Intersections 5 and 6) are depicted on *Attachment 17*.

Forecasted (2020) Traffic Volumes, Levels of Service, and Mitigation Measures

Without the proposed development (background conditions) in 2020, the traffic study indicates that the intersections/movements that operate at failing LOS under existing (2008) conditions (Intersections 8, 9 and 10) will continue to operate at failing LOS (*Attachment 18*), with further delays. It should be noted that the south-bound left movement of Intersection 9 is degraded from an acceptable LOS (LOS D) in 2008 to an unacceptable LOS (LOS F) in 2020.

Under total future conditions (with the proposed development) in 2020, the traffic study (*Attachment 19*) indicates that Intersections 8, 9 and 10 will continue to operate at unacceptable LOS. In addition, Intersection 3 (East Colonial Highway and Hamilton Station Road) and Intersection 4 (East Colonial Highway and the proposed main site entrance) have movements that are forecast to operate at failing LOS. The southbound movement on Hamilton Station Road (Route 704) at East Colonial Highway is forecast to experience unacceptable LOS (LOS F) in the weekday AM and PM hours. The southbound left-turn movement exiting the site to East Colonial Highway is also forecast to experience unacceptable LOS (LOS E) in the AM peak hour with the proposed development.

Regarding mitigation measures, the traffic study (*Attachment 13*) indicates that, in addition to the all-way stop control identified for the 2010 opening of the site, a separate left-turn lane on East Colonial Highway and a separate right-turn lane on Dry Mill Road at Charlestown Pike (Intersection 10) would be required as a result of additional growth. At the intersection of East Colonial Highway and Hamilton Station Road (Intersection 3), the study indicates that the installation a mini-roundabout would result in an overall acceptable LOS at this location during both weekday peak hours and on Saturday.

Transportation Comments

1. The traffic study recommends that the speed limit be lowered to 45 MPH for the entire segment of East Colonial Highway (Business Route 7) between Hamilton Station Road (Route 704) and Charlestown Pike (Route 9) due to existing roadway conditions. OTS staff notes that the Board of Supervisors would need to request such a speed limit reduction from VDOT, and that a speed study would need to be completed. OTS defers to VDOT's traffic engineering section for additional comments on this matter.

2. OTS staff requests further explanation of the "alternative length" measurement used in the traffic study (*Attachment 16*). In addition, OTS would like to know why the westbound left-turn lane length provided at the main site entrance (510 feet) is shorter than the maximum length (550 feet) noted in the study (*Attachment 16*).
3. Consistent with the traffic study's 2010 recommendation, the eastbound left-turn lane into the main site entrance and the westbound right-turn lane into the bus access lane and main site entrance should be installed prior to the opening of Phase 1 of this project. In addition, the plat should be clarified to clearly indicate the length of each turn lane proposed.
4. It does not appear that the right-turn lane is long enough to allow for sufficient deceleration of buses accessing the site. The right-turn lane should begin at an appropriate point prior to the bus entrance.
5. Appropriate signage should be installed to (1) prohibit all eastbound left turns into the bus entrance, and (2) prohibit non-authorized vehicles from accessing the site via the bus entrance.
6. All-way stop control (stop signs) should be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charlestown Pike (Intersection 10) prior to the opening of Phase 1 of this project.
7. The traffic study indicates that, under 2020 conditions, a dedicated eastbound left-turn lane on East Colonial Highway and a dedicated westbound right-turn lane on Dry Mill Road at Charlestown Pike (Intersection 10) would improve overall intersection LOS at this location to acceptable levels during both weekday AM and PM peak hours as well as on Saturday. A contribution commensurate with the site impacts should be provided.
8. The traffic study indicates that, under 2020 conditions, the installation of a mini-roundabout at the intersection of East Colonial Highway and Hamilton Station Road (Intersection 3) would result in acceptable LOS at this location during both the weekday AM and PM peak hours as well as on Saturday. Further discussion on potential improvements at this location is necessary and need to include the Town of Hamilton as the intersection is in close proximity to the town limits. OTS staff requests further information as to whether a traffic signal was considered for this location. In any case, a contribution commensurate with the site impacts should be provided.
9. OTS staff recommends that the multi-use path along the length of site should be increased to 10 feet in width per AASHTO guidelines.

Conclusion

Subject to resolution of the issues identified in this referral, OTS would not object to the approval of these applications. OTS staff is available to meet with project representatives to further discuss these comments.

A-35

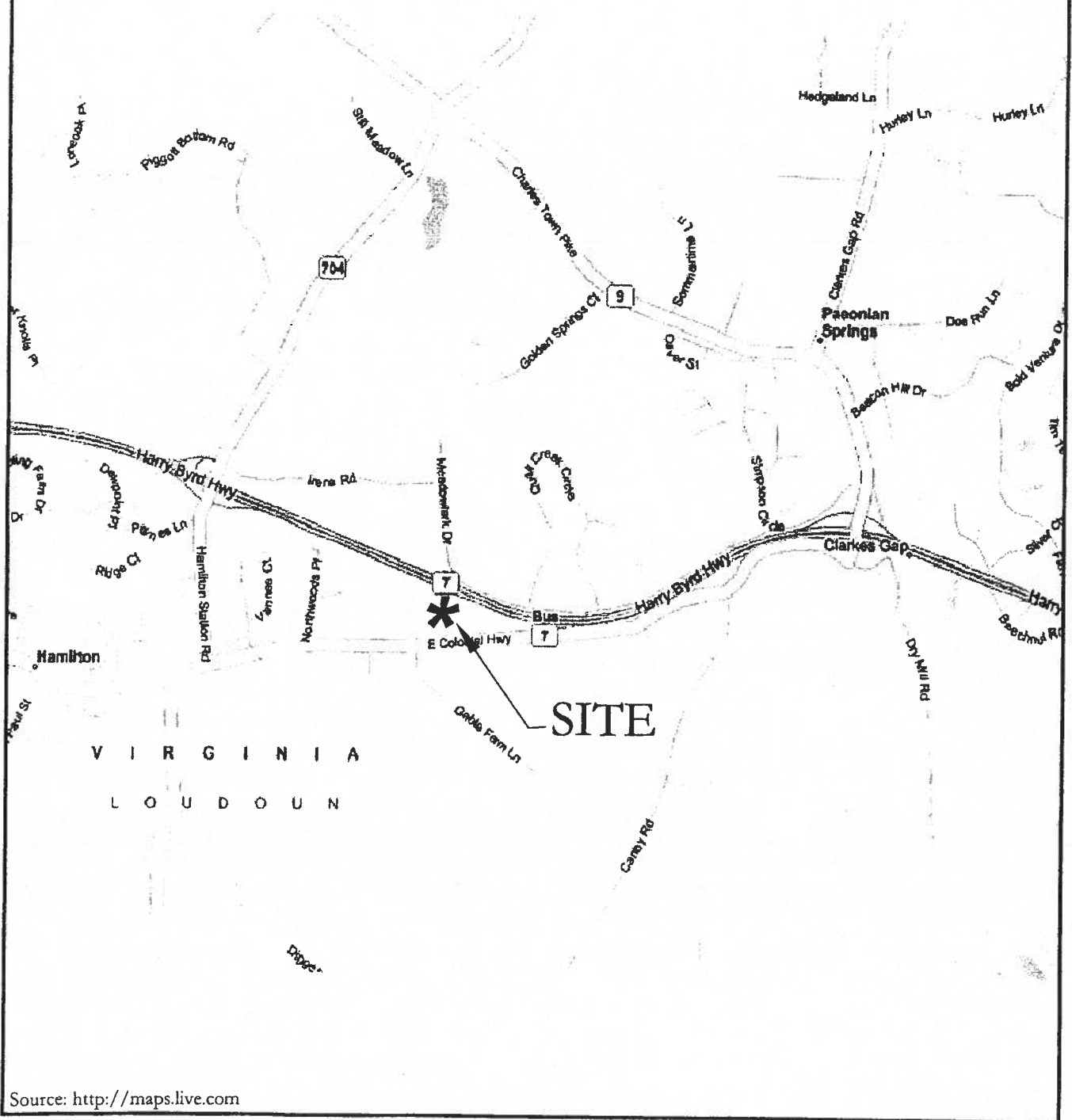
ATTACHMENTS

1. Site Vicinity Map [Traffic Study Figure 1]
2. Site Concept Plan [Traffic Study Figure 4]
3. Existing (2008) Roadway Lane Geometry [Traffic Study Figure 6]
4. Existing (2008) Traffic Conditions [Traffic Study Figure 7A]
5. Existing (2008) Traffic Volumes [Traffic Study Figure 7B]
6. Existing (2008) Level of Service [Traffic Study Figure 7C]
7. Existing (2008) Intersection Level of Service [Traffic Study Table 2]
8. Phase 1 (2010) Trip Generation [Traffic Study Table 7]
9. Trip Generation Variables/Total Trip Generation [Traffic Study Table 5]
10. Site Trip Distributions [Traffic Study Figure 11]
11. Background (2010) Intersection Level of Service [Traffic Study Table 4A]
12. Total (2010) Intersection Level of Service [Traffic Study Table 8A]
13. Mitigation Measures [Traffic Study Figure 18]
14. Total (2010) Left Turn Warrant @ E Colonial Hwy/Site Driveway [Traffic Study Figure 17B]
15. Total (2010) Right Turn Warrant @ E Colonial Hwy/Site Driveway [Traffic Study Figure 17A]
16. Turn Lane Calculations [Traffic Study Table 10]
17. Future Roadway Lane Geometry [Traffic Study Figure 14]
18. Background (2020) Intersection Level of Service [Traffic Study Table 4B]
19. Total (2020) Intersection Level of Service [Traffic Study Table 8B]

cc: Andrew Beacher, Assistant Director, OTS
Lou Mosurak, Senior Transportation Planner, OTS
Nancy Gourley, Transit Division Manager, OTS



Not to Scale



Source: <http://maps.live.com>



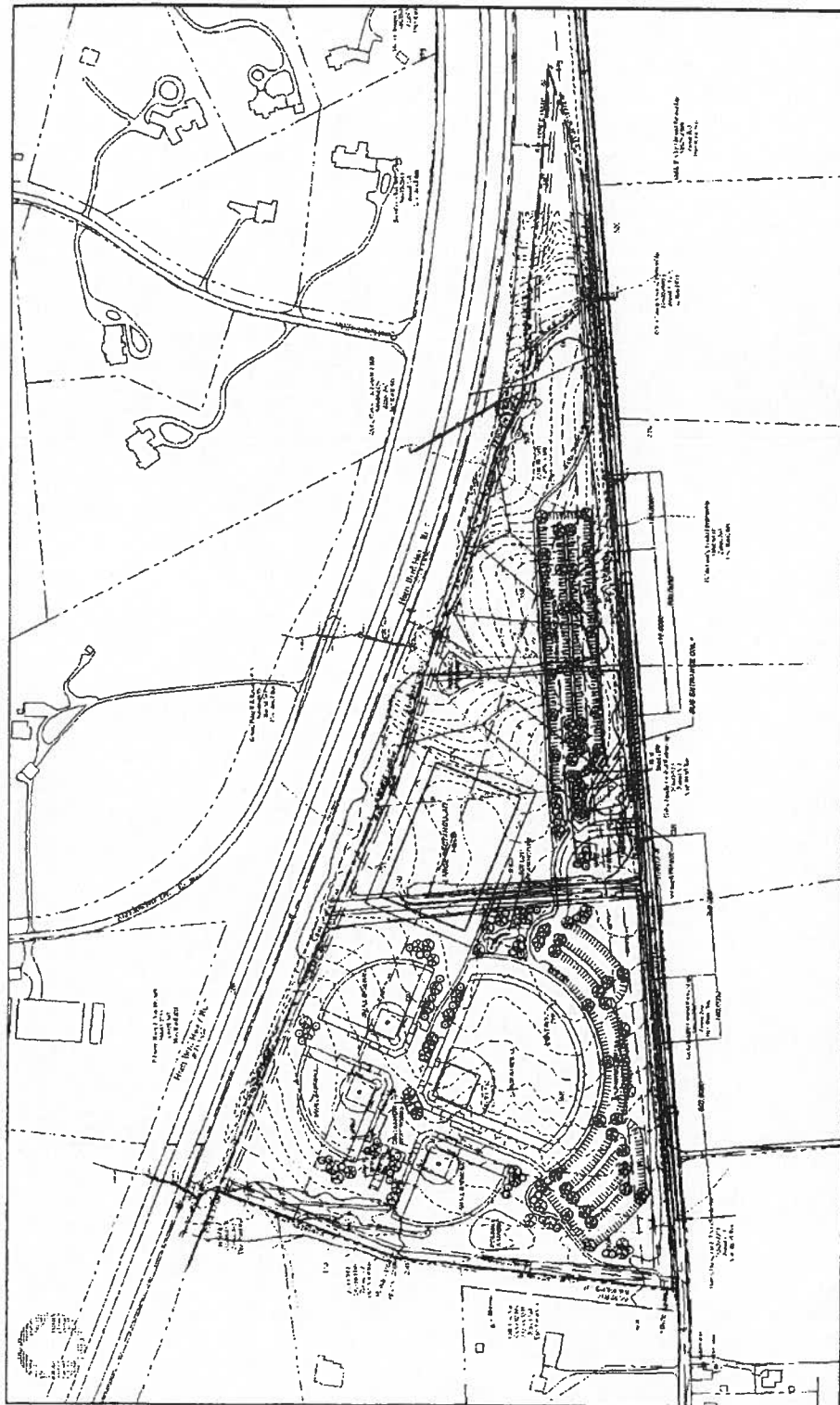
Site Location Scott Jenkins Memorial Park

FIGURE 1

February 2009

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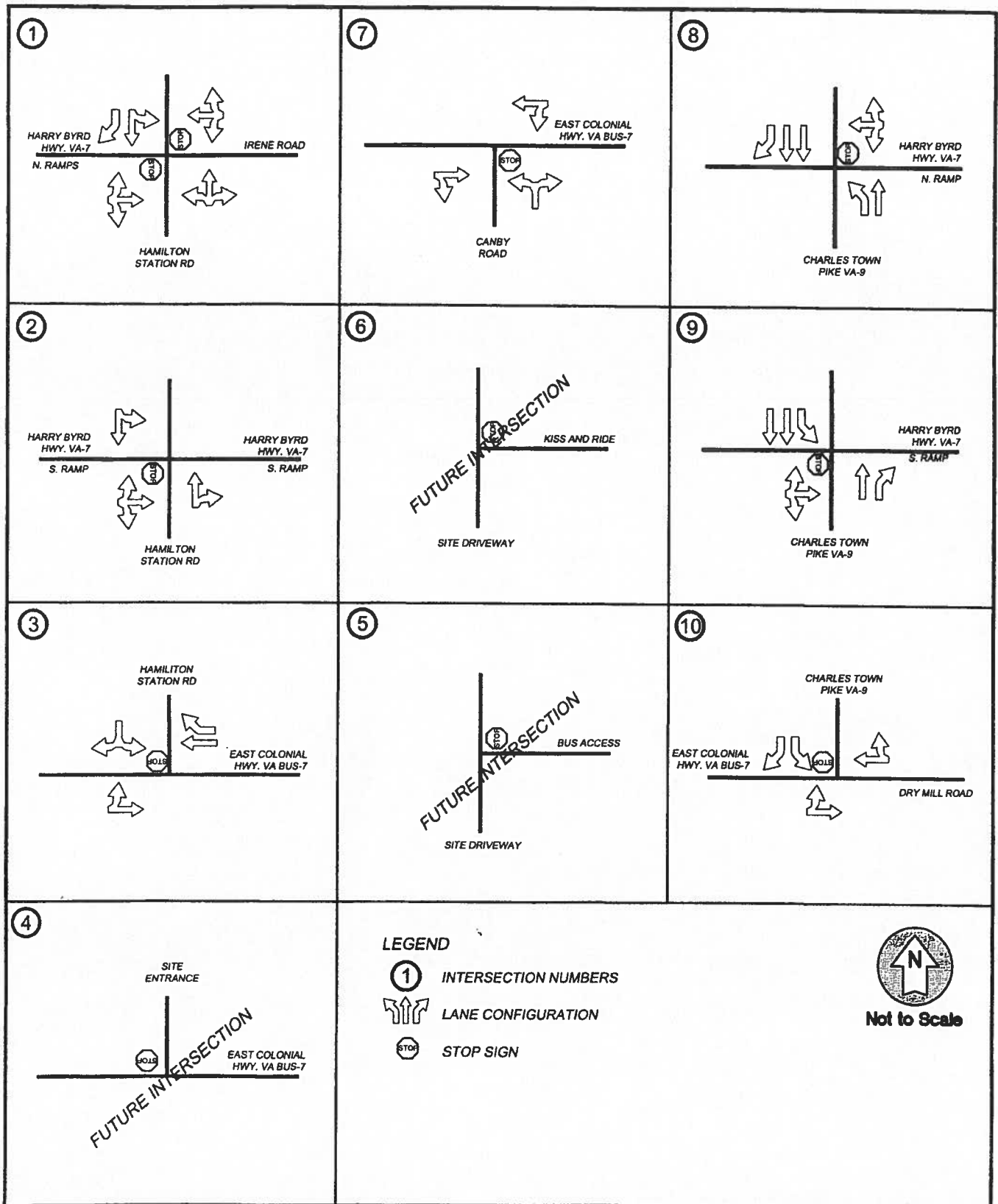
Source: PHIR+A, Jan 2009



Site Concept Plan

Scott Jenkins Memorial Park

FIGURE 4
February 2019
13/06/2019

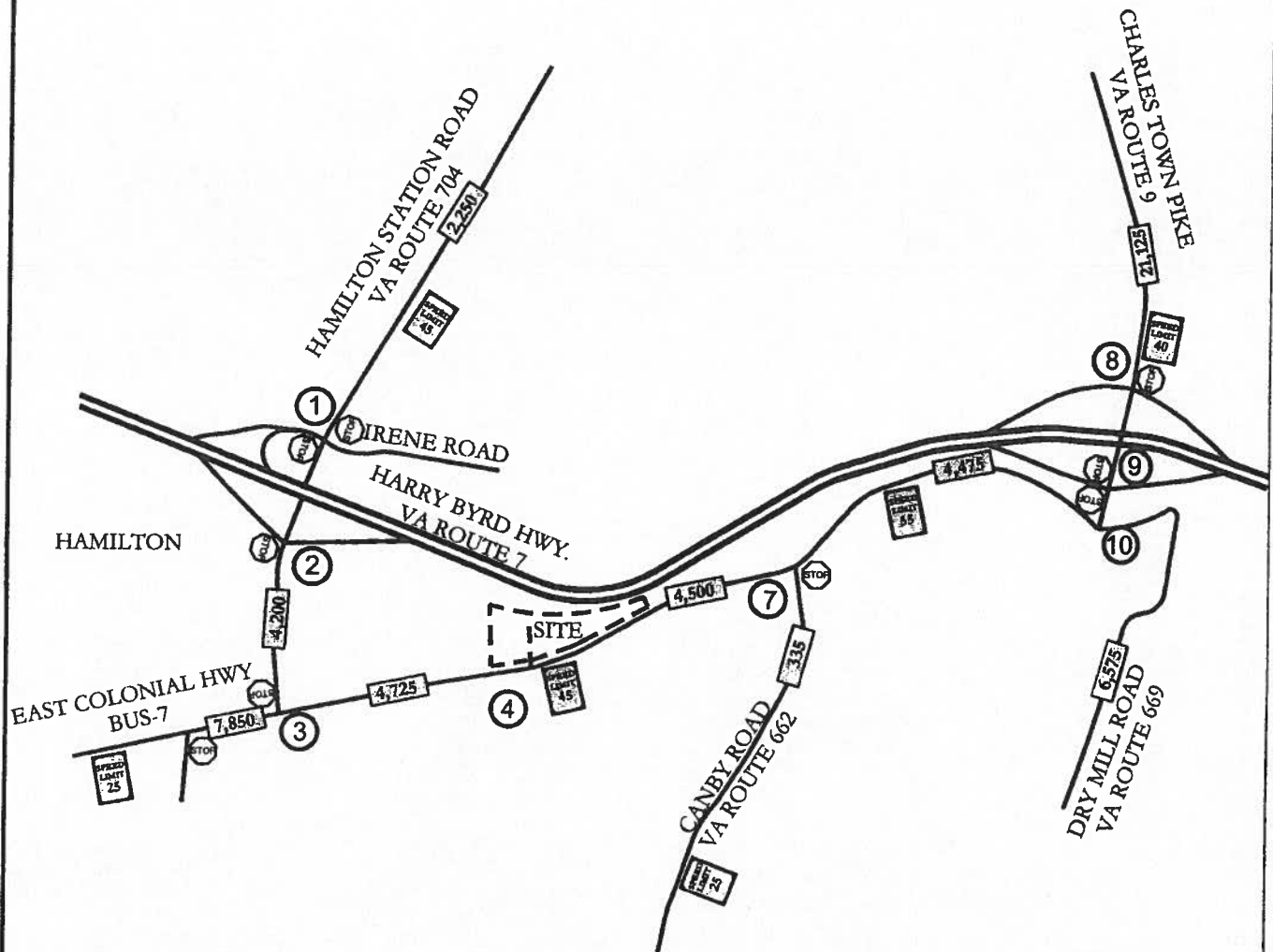


PHR+A Existing (2008) Roadway Lane Geometry Scott Jenkins Memorial Park **FIGURE 6**
February 2009
13648-2.0

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Not to Scale



LEGEND

① INTERSECTION NUMBER

--- FUTURE SITE DRIVEWAY

STOP STOP SIGN

SPEED LIMIT 45 POSTED SPEED LIMIT

ADT 4000 AVERAGE DAILY TRAFFIC VOLUME

PHR+A

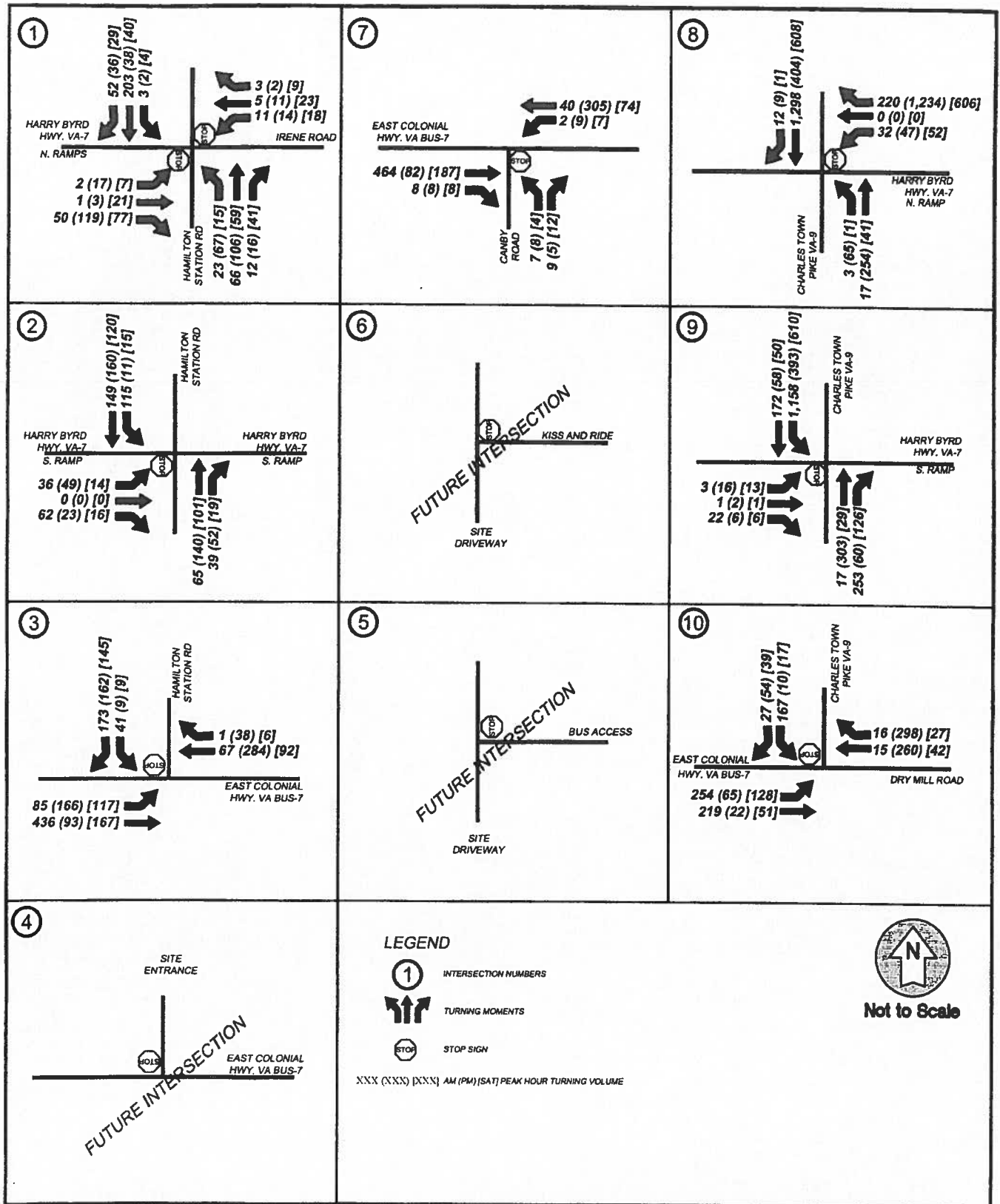
Existing (2008) Traffic Conditions
Scott Jenkins Memorial Park

FIGURE 7A

February 2009

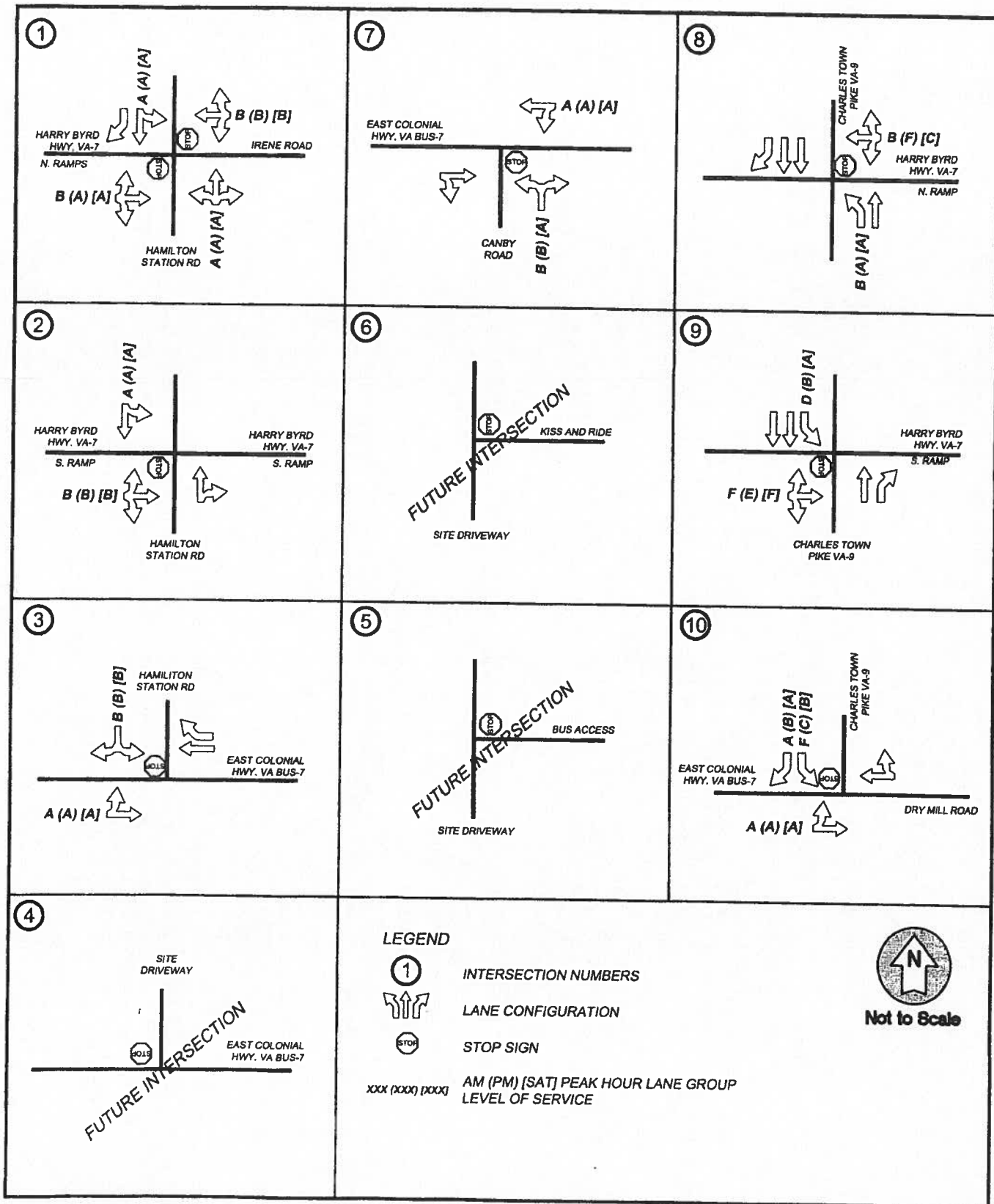
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Existing Traffic Volumes (2008) Scott Jenkins Memorial Park

FIGURE 7B
February 2009
13608-2-0



Existing (2008) Level of Service Scott Jenkins Memorial Park

FIGURE 7C
February 2009
13408-24

Existing 2008 Intersection Level of Service

Scenario		2008		2008		2008	
Intersection	Lane Group	AM Peak Existing		PM Peak Existing		Sat Peak Existing	
		LOS	Delay	LOS	Delay	LOS	Delay
1 VA RT 7 N Ramps/Irene Rd/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	10.1	A	9.8	A	9.6
	EB	B	10.1	A	9.8	A	9.6
	WBLTR	B	12.2	B	13.1	B	10.8
	WB	B	12.2	B	13.1	B	10.8
	NBLTR	A	1.9	A	2.9	A	1
	NB	A	1.9	A	2.9	A	1
	SBLT	A	0.1	A	0.4	A	0.7
2 VA RT 7 S Ramps/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	12.1	B	11.7	B	10.1
	EB	B	12.1	B	11.7	B	10.1
	SBLT	A	3.7	A	0.6	A	0.9
	SB	A	3.7	A	0.6	A	0.9
3 E Colonial Hwy/Hamilton Station Rd <i>Unsignalized</i>	EBLT	A	1.8	A	6	A	3.7
	EB	A	1.8	A	6	A	3.7
	SBLR	B	12.3	B	12.6	B	10
	SB	B	12.3	B	12.6	B	10
7 E Colonial Hwy/Canby Road <i>Unsignalized</i>	WBLT	A	0.4	A	0.3	A	0.7
	WB	A	0.4	A	0.3	A	0.7
	NBLR	B	13.8	B	10.7	A	9.8
	NB	B	13.8	B	10.7	A	9.8
8 VA RT 7 N Ramps/VA RT 9 <i>Unsignalized</i>	WBLTR	B	12.2	F	556.7	C	18.7
	WB	B	12.2	F	556.7	C	18.7
	NBL	B	12.2	A	8.6	A	9
9 VA RT 7 S Ramps/VA RT 9 <i>Unsignalized</i>	EBLTR	F	N/A	E	48.1	F	61.3
	EB	F	N/A	E	48.1	F	61.3
	SBL	D	34.9	B	10.3	A	9.8
10 E Colonial Hwy/Dry Mill Rd/VA RT 9 <i>Unsignalized</i>	EBLT	A	5.1	A	7.3	A	5.7
	SBL	F	66.2	C	15.3	B	12
	SBR	A	8.5	B	12.5	A	8.8
	SB	F	58.2	B	13	A	9.8

ATTACHMENT 7

Table 7
Phase 1 Trip Generation

February 2009

ITE Land Use (1)

CODE	CODE	DENSITY	Var.	USE	AM PEAK HOUR			PM PEAK HOUR			DAILY (2-way)
					IN	OUT	TOTAL	IN	OUT	TOTAL	
Weekday											
488	488.0	1 fields		Soccer Complex	1	0	1	14	7	21	71
488	488.1	1 fields		Soccer Complex (Factored)	1	1	2	19	9	28	96
488	488.2	1 fields		Soccer Complex (Max rates)	1	1	2	17	8	25	91
488	488.3	1 fields		Soccer (Generator Max)	2	2	4	9	18	27	91
				Max Trips (Park)	2	2	4	19	9	28	96
				Average Trips (Soccer Park)	1	1	2	15	10	25	87

90	90.2	1 fields		Atheletic Fields	2	2	4	19	9	28	96
		250 spaces		Park & Ride Lot	146	34	180	36	119	155	1,125
Total Trips (Proposed SPEX)					148	36	184	55	128	183	1,221

Park & Ride Lot Trips

250 spaces	BUS Trips**	6	6	12	8	8	16	60
250 spaces	Effective Vehicle Trips	140	28	168	28	111	139	1,065
Total Park & Ride Lot Trips		146	34	180	36	119	155	1,125

Saturday

					SAT PEAK HOUR			SAT DAILY (2-way)
					IN	OUT	TOTAL	
488	488.400	1 fields		Soccer Complex (Sat)	0	0	0	117
488	488.800	1 fields		Soccer (Sat)	14	15	29	0
488	488.900	1 fields		Soccer (Sat Generator Max)	16	18	34	0
412	412.300	10 acres		County Park (Sat)	13	9	22	121
412	412.400	10 acres		County Park (Sat Max)	19	13	32	247
				Max Trips (Park)	19	18	34	247
				Average Trips (Park)	16	13	29	162
		1 fields	^^	Atheletic Fields (Saturday)	16	18	34	243
		250 spaces		Park and Ride (Saturday)	0	0	0	0
Total Trips (Proposed SPEX)					16	18	34	243

				AM Peak Hour		PM Peak Hour		Daily
Effective Trip Rates (3)				(2-way)		(2-way)		Weekday
ITE Land Use Code				Trip rate per	Inbound %	Trip rate per	Inbound %	(2-way)
			Atheletic Fields	fields	4.00	50%	28.00	68%
90			Park & Ride Lot	spaces	0.72	81%	0.62	23%
			Atheletic Fields (Saturday)	fields			34.00	47%
488			Soccer Complex	fields	1.00	100%	21.00	67%
488			Soccer Complex (Sat)	fields			29.00	48%
								117.00

TRIP RATE SOURCE:

Trip Generation Manual (8th Edition), Institute of Transportation Engineers: 2008.

Average trip rates used, unless noted with * then equations used.

(1) ITE Land Code shown as the first 3 digits. Decimal shown for internal use by PHR+A for lookup table for trip rate variable.

^^ Saturday Average of max trips and average soccer park, derived based on K=0.14 to allow for peak use at 4.0 trips/space

Trip rate calculation = 2-way Trips (In + Out) / (Density) ; % inbound = trips in / (Total Peak Hour Trips)

(3) Effective trip rates calculated by land use:

For average rates =

Density * ave. trip rate = 2-way Trips ; * inbound percentage for Trips In

For ITE equations =

Density * trip equation = 2-way Trips ; * inbound percentage for Trips In

** Trip Rate equations used to determine trips, effective rate Shown

Table 5
Trip Generation Variables

February 2009

ITE Land Use (1)

ITE Land Use (1)				USE	AM PEAK HOUR			PM PEAK HOUR			DAILY (2-way)
CODE	CODE	DENSITY	Var.		IN	OUT	TOTAL	IN	OUT	TOTAL	
Weekday											
488	488.0	5 fields		Soccer Complex	4	3	7	71	32	103	357
488	488.1	5 fields		Soccer Complex (Factored)	5	4	9	97	43	140	481
488	488.2	5 fields		Soccer Complex (Max rates)	5	4	9	86	38	124	454
488	488.3	5 fields		Soccer (Generator Max)	10	9	19	44	89	133	454
412	412.000	30.1005 acres		County Park	0	0	0	1	1	2	69
412	412.100	30.1005 acres		County Park (Max)	1	0	1	1	1	2	1,608
412	412.200	30.1005 acres		County Park (Generator)	11	5	16	6	12	18	281
417	417.000	30.1005 acres		Regional Park	0	0	0	3	3	6	138
417	417.100	30.1005 acres		Regional Park (Max)	0	0	0	14	19	33	1,176
417	417.200	30.1005 acres		Regional Park (Generator)	3	2	5	4	4	8	439
Max Trips (Park)					10	9	19	97	43	140	1,608
Average Trips (Soccer Park)					6	5	11	75	50	125	437
Average Trips (County Park)					4	2	6	3	5	7	653

90	90.2	5 fields		Athletic Fields	10	9	19	97	43	140	481
		250 spaces		Park & Ride Lot	146	34	180	36	119	155	1,125
Total Trips (Proposed SPEX)					156	43	199	133	162	295	1,606

Saturday

					SAT PEAK HOUR			SAT DAILY (2-way)
					IN	OUT	TOTAL	
488	488.400	5 fields		Soccer Complex (Sat)	0	0	0	587
488	488.800	5 fields		Soccer (Sat)	69	75	144	0
488	488.900	5 fields		Soccer (Sat Generator Max)	81	87	168	0
412	412.300	30.1005 acres		County Park (Sat)	40	27	67	365
412	412.400	30.1005 acres		County Park (Sat Max)	57	39	96	745
Max Trips (Park)					81	87	168	745
Average Trips (Park)					62	57	119	566
5 fields			^^	Athletic Fields (Saturday)	81	87	168	1,200
250 spaces				Park and Ride (Saturday)	0	0	0	0
Total Trips (Proposed SPEX)					81	87	168	1,200

Effective Trip Rates (3)		AM Peak Hour		PM Peak Hour		Daily	
		Trip rate per	Inbound	Trip rate per	Inbound	Weekday	
		(2-way)	%	(2-way)	%	(2-way)	
ITE Land Use Code							
	Athletic Fields	fields	3.80	53%	28.00	69%	96.20
90	Park & Ride Lot	spaces	0.72	81%	0.62	23%	4.50
	Athletic Fields (Saturday)	fields			33.60	48%	240.00
488	Soccer Complex	fields	1.40	57%	20.60	69%	71.40
488	Soccer Complex (Sat)	fields			28.80	48%	117.40
412	County Park	acres	0.00		0.07	50%	2.29
417	Regional Park (Generator)	acres	0.17	60%	0.27	50%	14.58

TRIP RATE SOURCE:

Trip Generation Manual (8th Edition), Institute of Transportation Engineers: 2008.

Average trip rates used, unless noted with * then equations used.

(1) ITE Land Code shown as the first 3 digits. Decimal shown for internal use by PHR+A for lookup table for trip rate variable.

^^ Saturday Average of max trips and average soccer park, derived based on K=0.14 to allow for peak use at 4.0 trips/space

Trip rate calculation = 2-way Trips (In + Out) / (Density) ; % inbound = trips in / (Total Peak Hour Trips)

(3) Effective trip rates calculated by land use:

For average rates =

Density * ave. trip rate = 2-way Trips ; * inbound percentage for Trips In

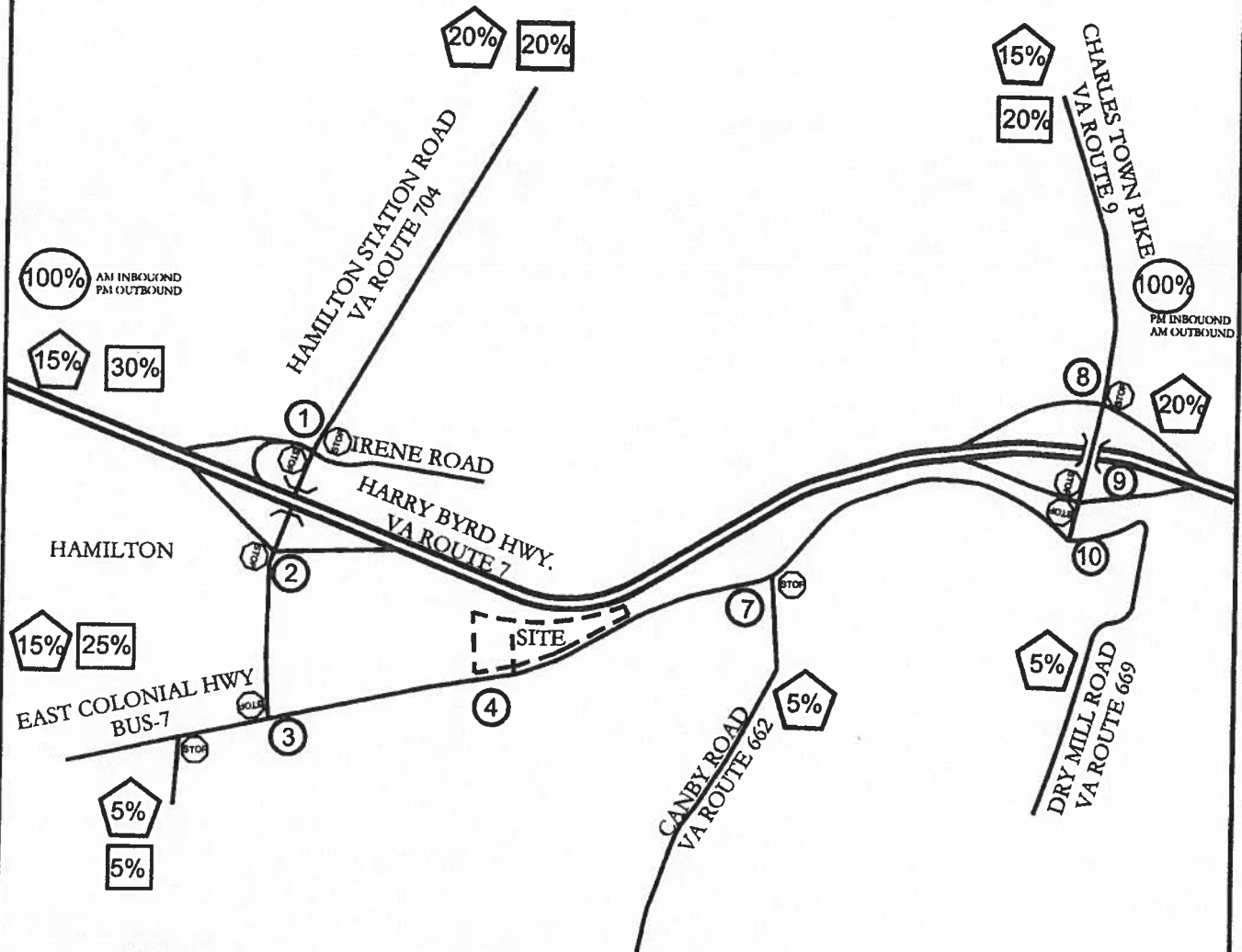
For ITE equations =

Density * trip equation = 2-way Trips ; * inbound percentage for Trips In

** Trip Rate equations used to determine trips, effective rate Shown



Not to Scale



DISTRIBUTIONS



RECREATIONAL % IN/OUT



PARK AND RIDE % IN/OUT



BUS TRIP DISTRIBUTIONS

NOTE:
INBOUND/OUTBOUND TRIPS DISTRIBUTIONS
FOR BUSES VARY BASED ON TIME OF DAY.
SEE APPENDIX FOR DETAILED DISTRIBUTIONS.

LEGEND



INTERSECTION NUMBER



FUTURE SITE DRIVEWAY



STOP SIGN



INTERCHANGE BRIDGE

PHRA

Site Trip Distributions Scott Jenkins Memorial Park

FIGURE 11
February 2009
136108-2-0

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Background 2010 Intersection Level of Service

Scenario		2010		2010		2010	
Intersection	Lane Group	AM Peak Background		PM Peak Background		Sat Peak Background	
		LOS	Delay	LOS	Delay	LOS	Delay
1 VA RT 7 N Ramps/Irene Rd/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	10.2	A	9.9	A	9.7
	EB	B	10.2	A	9.9	A	9.7
	WBLTR	B	12.6	B	13.7	B	11
	WB	B	12.6	B	13.7	B	11
	NBLTR	A	2	A	2.9	A	1
	NB	A	2	A	2.9	A	1
	SBLT	A	0.1	A	0.4	A	0.7
2 VA RT 7 S Ramps/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	12.7	B	12	B	10.2
	EB	B	12.7	B	12	B	10.2
	SBLT	A	3.8	A	0.6	A	0.9
	SB	A	3.8	A	0.6	A	0.9
3 E Colonial Hwy/Hamilton Station Rd <i>Unsignalized</i>	EBLT	A	1.9	A	6.2	A	3.8
	EB	A	1.9	A	6.2	A	3.8
	SBLR	B	13	B	13.3	B	10.2
	SB	B	13	B	13.3	B	10.2
7 E Colonial Hwy/Canby Road <i>Unsignalized</i>	WBLT	A	0.4	A	0.3	A	0.8
	WB	A	0.4	A	0.3	A	0.8
	NBLR	B	14.3	B	11	A	9.9
	NB	B	14.3	B	11	A	9.9
8 VA RT 7 N Ramps/VA RT 9 <i>Unsignalized</i>	WBLTR	B	13	F	679.1	C	22.6
	WB	B	13	F	679.1	C	22.6
	NBL	B	12.9	A	8.8	A	9.2
9 VA RT 7 S Ramps/VA RT 9 <i>Unsignalized</i>	EBLTR	F	N/A	F	64.8	F	88.3
	EB	F	N/A	F	64.8	F	88.3
	SBL	F	60.7	B	10.8	B	10.2
10 E Colonial Hwy/Dry Mill Rd/VA RT 9 <i>Unsignalized</i>	EBLT	A	5.2	A	7.5	A	5.7
	SBL	F	105.8	C	16.2	B	12.3
	SBR	A	8.6	B	13	A	8.8
	SB	F	92.4	B	13.5	A	9.9

ATTACHMENT 11

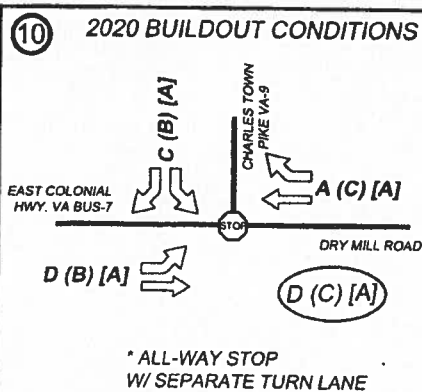
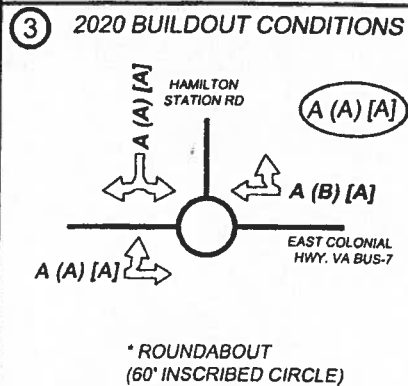
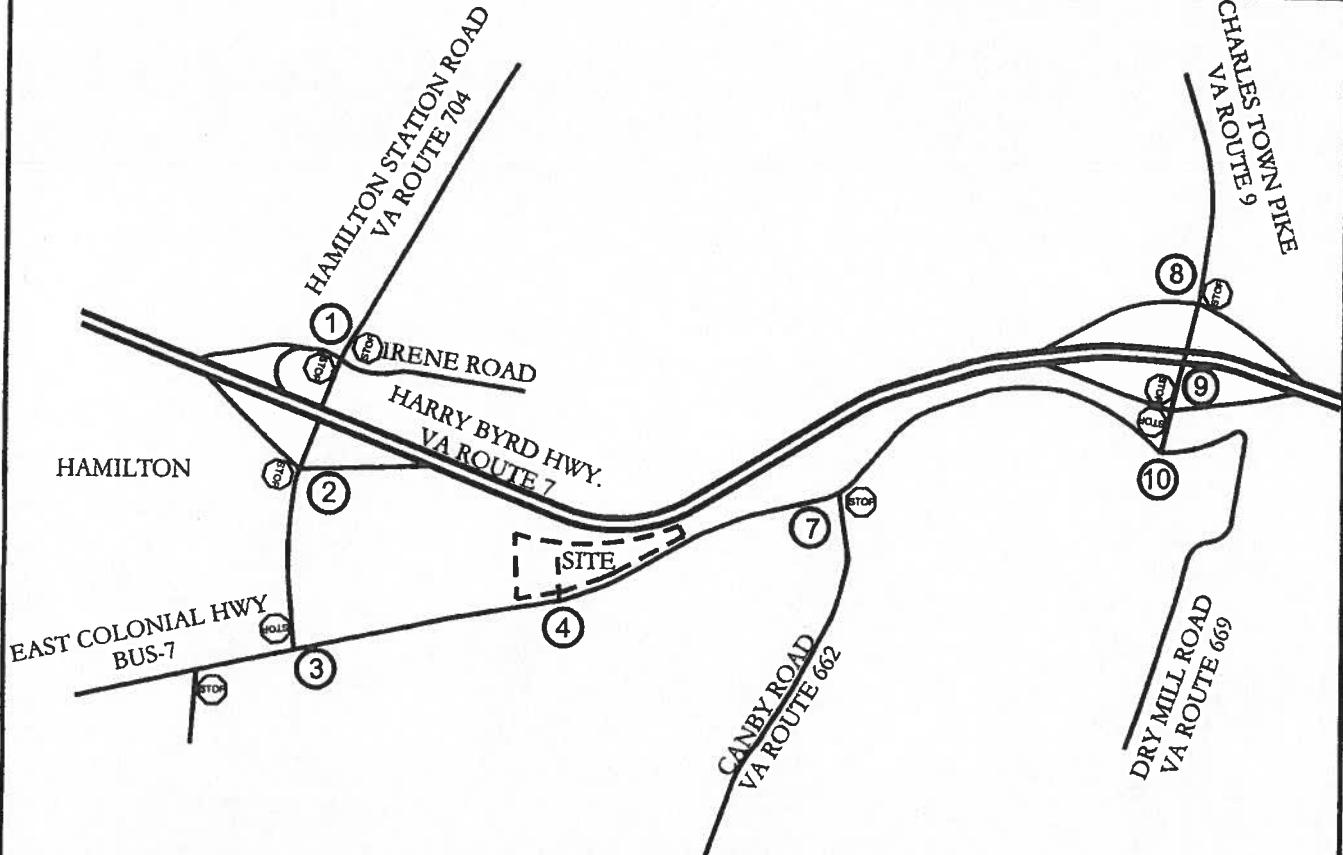
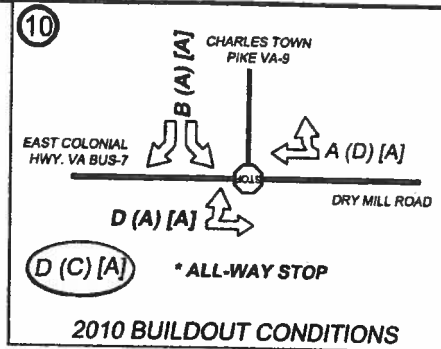
Total 2010 Intersection Level of Service

Scenario		2010		2010		2010	
Intersection	Lane Group	AM Peak Total		PM Peak Total		Sat Peak Total	
		LOS	Delay	LOS	Delay	LOS	Delay
1 VA RT 7 N Ramps/Irene Rd/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	10.5	B	10.3	A	9.8
	EB	B	10.5	B	10.3	A	9.8
	WBLTR	B	13.3	C	16	B	11.2
	WB	B	13.3	C	16	B	11.2
	NBLTR	A	2.4	A	3.7	A	1.2
	NB	A	2.4	A	3.7	A	1.2
	SBLT	A	0.1	A	0.3	A	0.6
2 VA RT 7 S Ramps/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	13	B	12.8	B	10.2
	EB	B	13	B	12.8	B	10.2
	SBLT	A	3.5	A	0.6	A	0.9
	SB	A	3.5	A	0.6	A	0.9
3 E Colonial Hwy/Hamilton Station Rd <i>Unsignalized</i>	EBLT	A	1.8	A	6.4	A	3.7
	EB	A	1.8	A	6.4	A	3.7
	SBLR	C	22.4	C	16.9	B	10.6
	SB	C	22.4	C	16.9	B	10.6
4 E Colonial Hwy/Site Entrance <i>Unsignalized</i>	EBL	A	7.6	A	8.2	A	7.4
	SBL	C	23.8	B	13	B	10.7
	SBR	A	8.7	B	11.5	A	8.8
	SB	B	13.7	B	11.8	A	9.5
5 Site Entrance/Bus Access <i>Unsignalized</i>	WBLR	A	9.5	A	9.5	A	0
	WB	A	9.5	A	9.5	A	0
6 Site Entrance/Kiss & Ride Access <i>Unsignalized</i>	WBLR	A	9	A	9.3	A	0
	WB	A	9	A	9.3	A	0
	SBLT	A	0	A	0	A	0
7 E Colonial Hwy/Canby Road <i>Unsignalized</i>	WBLT	A	0.3	A	0.3	A	0.7
	WB	A	0.3	A	0.3	A	0.7
	NBLR	B	14.8	B	11.5	A	10
	NB	B	14.8	B	11.5	A	10
8 VA RT 7 N Ramps/VA RT 9 <i>Unsignalized</i>	WBLTR	B	13.2	F	743.7	C	23.4
	WB	B	13.2	F	743.7	C	23.4
	NBL	B	13.1	A	9.1	A	9.2
9 VA RT 7 S Ramps/VA RT 9 <i>Unsignalized</i>	EBLTR	F	N/A	F	72.3	F	90.6
	EB	F	N/A	F	72.3	F	90.6
	SBL	F	63.6	B	11	B	10.3
10 E Colonial Hwy/Dry Mill Rd/VA RT 9 <i>Unsignalized</i>	EBLT	A	5.3	A	8.2	A	5.8
	SBL	F	117.3	C	17.5	B	12.5
	SBR	A	8.8	B	13.8	A	8.9
	SB	F	89	B	14.2	A	9.9



Not to Scale

* For site intersection 4 E Colonial Highway/Site Driveway
Please see Figure 14 for lane configuration and Table 8A/8B for Level of Service.



- LEGEND**
- ① INTERSECTION NUMBERS
 - ↔↔↔ LANE CONFIGURATION
 - STOP STOP SIGN
 - XXX (XXX) (XXX) AM (PM) [SAT] PEAK HOUR APPROACH LEVEL OF SERVICE
 - X (X) (X) AM (PM) [SAT] OVERALL INTERSECTION LEVEL OF SERVICE

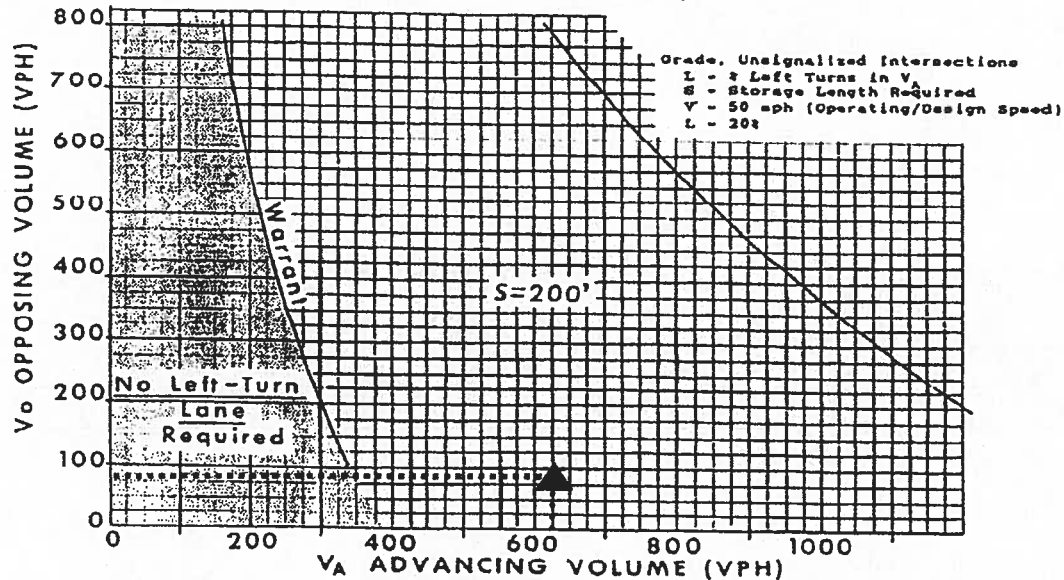


Mitigation Measures Scott Jenkins Memorial Park

FIGURE 18
February 2009
134th 211

Total (2010) Left Turn Warrant @ E Colonial Hwy/Site Driveway

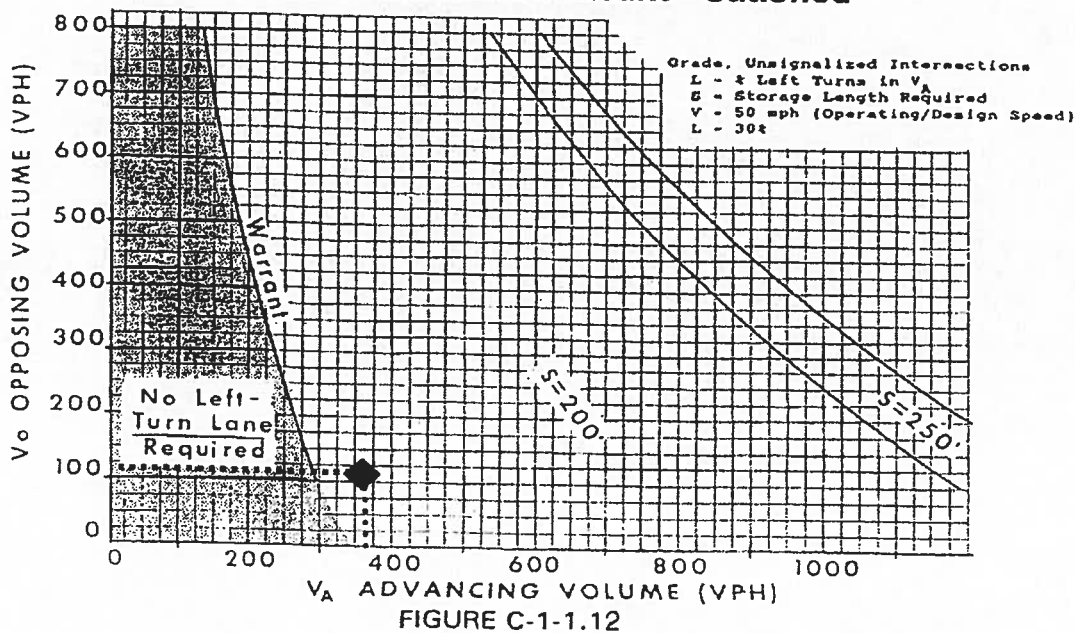
Design Year: 2010 - Design Speed 50MPH



	Peak Hour:	AM ▲	PM ▼
E Colonial Hwy	Advancing Vol (V_A):	624 VPH	131 VPH
Advancing - EB	Opposing Vol (V_O):	86 VPH	360 VPH
Opposing - WB	Left Turns:	113 VPH	34 VPH
	% Left Turns (L):	18.1%	26.0%

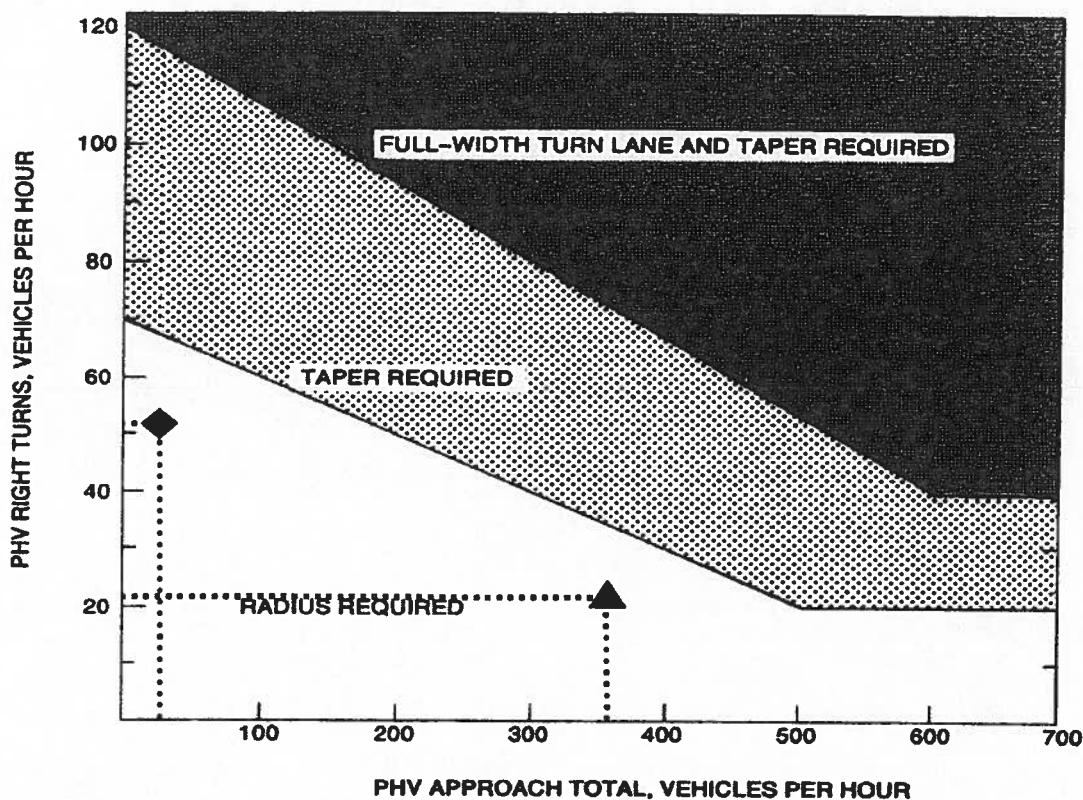
Figure Source: VDOT Road Design Manual, Calculations by PHR+A

Left Turn Lane Warrant - Satisfied



Total (2010) Right Turn Warrant @ E Colonial Hwy/Site Driveway

Design Year: 2010



	Peak Hour:	AM ▲	PM ◆
E Colonial Hwy Westbound Approach:	51 VPH		360 VPH
Right Turns	35 VPH		21 VPH
% Right Turns	68.6%		5.8%

Figure Source: VDOT Road Design Manual, Calculations by PHR+A

Right Turn Lane Warrant - Not Satisfied

LEGEND

PHV - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

For posted speeds at or under 70 km/h (45 mph), PHV right turns > 40, and PHV total < 300.

Adjusted right turns - PHV Right Turns - 20

If PHV is not known use formula: $PHV = ADT \times K \times D$

K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

FIGURE C-1-8 GUIDELINES FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)

Table 10
Turn Lane Calculations

Site Entrance on Business Route 7
Turn Bay Length Requirements and Accommodations

Location	Storage Length (95% Queue)*	Deceleration Length	Taper	Maximum Length (Storage + Deceleration + Taper)	Alternative Length (Storage + Development)	Provided**	Comments
<i>East Colonial Hwy/Site Entrance</i>							
<i>Design Speed</i>		55 MPH					
EBL	100 ft.	485 ft.	180 ft.	765 ft.	585 ft.	510 ft.	Substandard @ 55 MPH
WBR	25 ft.	485 ft.	180 ft.	690 ft.	510 ft.	600 ft.	Substandard @ 55 MPH
<i>Site Entrance</i>							
SBL	40 ft.	170	0	210 ft.	210 ft.	120 ft.	Substandard @ < 30 MPH
SBR	25 ft.	170	100	295 ft.	195 ft.	120 ft.	Substandard @ < 30 MPH
<i>Transition Left turn lane @ MUTCD shift</i>							
EBL			600			600 ft.	

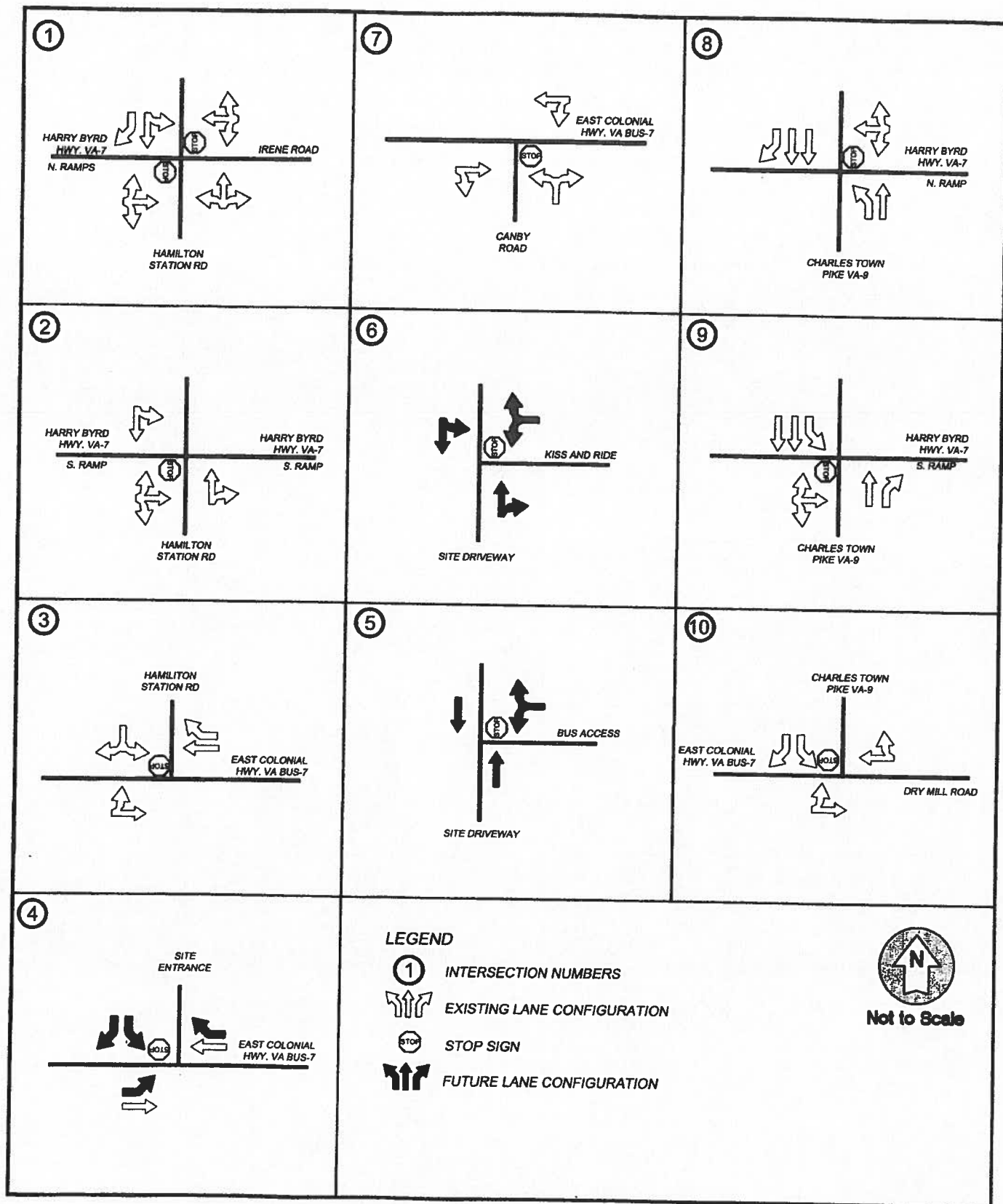
**Taper included in Deceleration Length.

600 ft. Substandard Provided vs. Alternative Storage length

Location	Storage Length (95% Queue)*	Deceleration Length	Taper	Maximum Length (Storage + Deceleration + Taper)	Alternative Length (Storage + Development)	Provided**	Comments
<i>East Colonial Hwy/Site Entrance</i>							
<i>Design Speed</i>		50 MPH					
WBL	100 ft.	410 ft.	180 ft.	690 ft.	510 ft.	510 ft.	Proposed Design Speed Reduction from 55 MPH, proximity to Town, State Scenic Hwy
EBR	25 ft.	410 ft.	180 ft.	615 ft.	435 ft.	600 ft.	
<i>Site Entrance</i>							
SBL	40 ft.	170	0	210 ft.	210 ft.	120 ft.	Substandard @ < 30 MPH
SBR	25 ft.	170	100	295 ft.	195 ft.	120 ft.	Substandard @ < 30 MPH
<i>Transition Left turn lane @ MUTCD shift</i>							
EBL			600			600 ft.	

Location	Storage Length (95% Queue)*	Deceleration Length	Taper	Maximum Length (Storage + Deceleration + Taper)	Alternative Length (Storage + Development)	Provided**	Comments
<i>East Colonial Hwy/Site Entrance</i>							
<i>Design Speed</i>		50 MPH					
WBL	100 ft.	350 ft.	100 ft.	550 ft.	450 ft.	510 ft.	
EBR	25 ft.	350 ft.	100 ft.	475 ft.	375 ft.	600 ft.	

Left Turns in AM 156 Actual Distribution (Park&Ride/Fields) 75.6%
Left Turns Out AM 162 Actual Distribution (Park&Ride/Fields) 24.1%



Future Roadway Lane Geometry
Scott Jenkins Memorial Park

FIGURE 14
February 2009
136/6-20

Table 4B

February 2009

Background 2020 Intersection Level of Service

Scenario		2020		2020		2020	
Intersection	Lane Group	AM Peak Background		PM Peak Background		Sat Peak Background	
		LOS	Delay	LOS	Delay	LOS	Delay
1 VA RT 7 N Ramps/Irene Rd/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	11.5	B	11.3	B	10.5
	EB	B	11.5	B	11.3	B	10.5
	WBLTR	C	16.1	C	18.7	B	12.9
	WB	C	16.1	C	18.7	B	12.9
	NBLTR	A	2.1	A	3.1	A	1.1
	NB	A	2.1	A	3.1	A	1.1
	SBLT	A	0.2	A	0.4	A	0.7
2 VA RT 7 S Ramps/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	C	18.7	C	15.7	B	11.3
	EB	C	18.7	C	15.7	B	11.3
	SBLT	A	4.1	A	0.6	A	1
	SB	A	4.1	A	0.6	A	1
3 E Colonial Hwy/Hamilton Station Rd <i>Unsignalized</i>	EBLT	A	2.5	A	7.6	A	4.2
	EB	A	2.5	A	7.6	A	4.2
	SBLR	D	26.2	C	23.4	B	12
	SB	D	26.2	C	23.4	B	12
7 E Colonial Hwy/Canby Road <i>Unsignalized</i>	WBLT	A	0.5	A	0.3	A	0.8
	WB	A	0.5	A	0.3	A	0.8
	NBLR	C	18.9	B	12.7	A	10.7
	NB	C	18.9	B	12.7	A	10.7
8 VA RT 7 N Ramps/VA RT 9 <i>Unsignalized</i>	WBLTR	D	28.7	F	N/A	F	155.3
	WB	D	28.7	F	N/A	F	155.3
	NBL	C	20.1	A	9.9	B	10.6
9 VA RT 7 S Ramps/VA RT 9 <i>Unsignalized</i>	EBLTR	F	N/A	F	1061.3	F	N/A
	EB	F	N/A	F	1061.3	F	N/A
	SBL	F	364.2	C	18.7	C	17.8
10 E Colonial Hwy/Dry Mill Rd/VA RT 9 <i>Unsignalized</i>	EBLT	A	6	A	9.3	A	6
	SBL	F	881.6	C	24.8	C	15.6
	SBR	A	8.7	C	17.4	A	9.1
	SB	F	760.5	C	18.6	B	11.1

Total 2020 Intersection Level of Service

Scenario		2020		2020		2020	
Intersection	Lane Group	AM Peak Total		PM Peak Total		Sat Peak Total	
		LOS	Delay	LOS	Delay	LOS	Delay
1 VA RT 7 N Ramps/Irene Rd/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	B	11.9	B	12.4	B	10.9
	EB	B	11.9	B	12.4	B	10.9
	WBLTR	C	17.3	C	24.7	B	13.9
	WB	C	17.3	C	24.7	B	13.9
	NBLTR	A	2.5	A	3.8	A	1.5
	NB	A	2.5	A	3.8	A	1.5
	SBLT	A	0.1	A	0.3	A	0.6
2 VA RT 7 S Ramps/Hamilton Station Rd <i>Unsignalized</i>	EBLTR	C	20.2	C	17.9	B	11.5
	EB	C	20.2	C	17.9	B	11.5
	SBLT	A	4	A	0.6	A	0.9
	SB	A	4	A	0.6	A	0.9
3 E Colonial Hwy/Hamilton Station Rd <i>Unsignalized</i>	EBLT	A	2.5	A	8.2	A	4.3
	EB	A	2.5	A	8.2	A	4.3
	SBLR	F	141.8	F	140.9	C	16.6
	SB	F	141.8	F	140.9	C	16.6
4 E Colonial Hwy/Site Entrance <i>Unsignalized</i>	EBL	A	7.7	A	9	A	7.7
	SBL	E	35.4	C	19.3	B	13.3
	SBR	A	8.8	B	14	A	9.2
	SB	C	18.1	C	15.3	B	10.9
5 Site Entrance/Bus Access <i>Unsignalized</i>	WBLR	A	9.6	B	10.3	A	0
	WB	A	9.6	B	10.3	A	0
6 Site Entrance/Kiss & Ride Access <i>Unsignalized</i>	WBLR	A	9.1	B	10.1	A	0
	WB	A	9.1	B	10.1	A	0
	SBLT	A	0	A	0	A	0
7 E Colonial Hwy/Canby Road <i>Unsignalized</i>	WBLT	A	0.3	A	0.3	A	0.6
	WB	A	0.3	A	0.3	A	0.6
	NBLR	C	19.9	B	14.3	B	11.3
	NB	C	19.9	B	14.3	B	11.3
8 VA RT 7 N Ramps/VA RT 9 <i>Unsignalized</i>	WBLTR	D	32.6	F	N/A	F	183.5
	WB	D	32.6	F	N/A	F	183.5
	NBL	C	20.5	B	10.5	B	10.7
9 VA RT 7 S Ramps/VA RT 9 <i>Unsignalized</i>	EBLTR	F	N/A	F	1390.5	F	N/A
	EB	F	N/A	F	1390.5	F	N/A
	SBL	F	374.7	C	20.8	C	19.2
10 E Colonial Hwy/Dry Mill Rd/VA RT 9 <i>Unsignalized</i>	EBLT	A	6.2	B	10.3	A	6.2
	SBL	F	955.6	D	29.2	C	16.8
	SBR	A	9	C	20.8	A	9.2
	SB	F	737.4	C	21.7	B	11



COMMONWEALTH of VIRGINIA

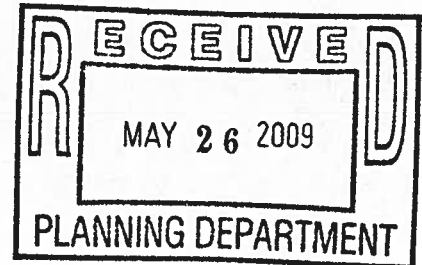
DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

May 20, 2009

Ms. Jane McCarter
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000



Re: Scott Jenkins Memorial Park (was Hamilton Youth Sports)
Loudoun County Application Numbers SPEX 2009-0004, SPEX 2009-0015,
and CMPT 2009-0003

Dear Ms. McCarter:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the above application and traffic impact analysis were received by the Virginia Department of Transportation (VDOT) for review on April 8, 2009 and April 10, 2009.

We have evaluated the application and related traffic impact analysis and prepared comments on the results of our evaluation. The comments present our key findings as well as detailed comments on the future transportation improvements which will be needed to support the current and planned development in the study area.

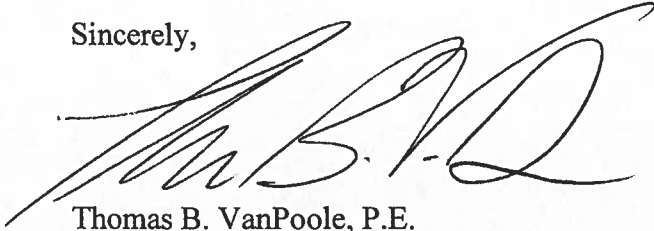
Our comments are attached to assist the Loudoun County Planning Commission and Board of Supervisors in their decision making process regarding the application.

Please arrange to have these 1 comments included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this application. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

Scott Jenkins Park
May 20, 2009
Page 2

If you have any questions, please call me at (703) 383-2424.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. B. VanPoole', with a stylized, flowing script.

Thomas B. VanPoole, P.E.
Senior Transportation Engineer



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

May 20, 2009

Ms. Jane McCarter
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Scott Jenkins Memorial Park (was Hamilton Youth Sports)
Loudoun County Application Numbers SPEX 2009-0004, SPEX 2009-0015,
and CMPT 2009-0003

Dear Ms. McCarter:

We have reviewed the above applications as requested in your April 3, 2009 transmittal (received April 8, 2009) and the April 10, 2009 Chapter 527 transmittal. We offer the following comments:

Traffic Impact Analysis Comments:

1. Results of the analysis indicate that the following intersections will deteriorate as a result of the traffic generated by the proposed development:
2. Intersection 3 – Business Route 7 and Hamilton Station Road (Rt. 704) – The operation of this intersection is acceptable under the existing and 2010 scenarios, however it fails during the 2020 conditions. The traffic impact analysis has examined some options for mitigation including a mini roundabout however a more detailed analysis that includes right-of-way availability and geometrical and environmental constraints should be performed to determine optimum mitigation measure. A pro-rata share based contribution for mitigation is suggested in the study.
3. Intersection 8 – Route 7 northbound ramps and Route 9 – The Saturday operation of this intersection is acceptable during the existing and 2010 conditions, however it fails in the 2020 condition as a result of the additional traffic generated/attracted to the proposed site as well as the ambient traffic growth. It should be noted that this intersection currently shows poor levels of service in the p.m. peak period and will continue to fail in 2010 and 2020 conditions with or without the development. Thus, the traffic impact analysis has not recommended any improvements.

VirginiaDot.org
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Scott Jenkins Park
May 20, 2009
Page 2

4. Intersection 10 – Business Route 7 and Dry Mill Road (Rt. 669) – The traffic impact analysis has examined some mitigation measures at this intersection and concludes that an all way stop sign and separate turn lanes would improve the operation of failing movements. A pro-rata share base contribution to the additional turn lane is suggested in the traffic impact analysis.

Planning Comments:

5. Site Trip Generation, page 39 and Table 5:

6. All trip rates assumed are for soccer fields (Table 5) while this plan has four fields (1 baseball and 3 smaller softball) in addition to one rectangular (presumably for soccer). Comparing ITE (*Trip Generation* 8th edition) trip rates for County Parks with the soccer complex (4th paragraph) while ITE does not define County Parks as ball fields does not justify conservativeness of the trips as stated by the study (same paragraph).

7. Study refers to a traffic impact analysis for Fauquier Northern Area Park, prepared by Kellerco. Please provide a copy as part of the appendice.

8. Trip distributions and growth factor assumed (4%) by the study is in line with the expected growth in western Loudoun County.

9. Comments 6 and 7 should be addressed and the traffic impact analysis resubmitted.

Concept Plan Comments:

10. The exact configuration and width of the divided multilane entrance will be determined at site plan review.

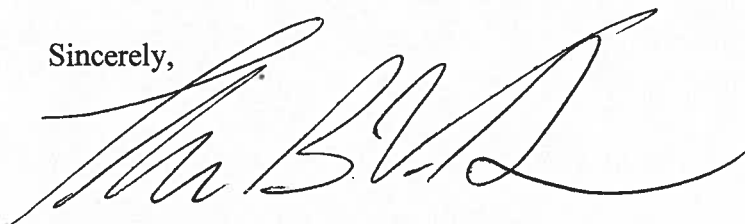
11. The bus entrance should be configured to facilitate left turns into the site.

12. Turn lane and taper lengths appear to be satisfactory.

13. The multi-use trail should be 10' wide rather than 8'.

If you have any questions, please call me at (703) 383-2424.

Sincerely,



Thomas B. VanPoole, P.E.
Senior Transportation Engineer

cc: Marc Lewis-Degrace

A-59



Loudoun County Health Department

P.O. Box 7000

Leesburg VA 20177-7000



Environmental Health
Phone: 703 / 777-0234
Fax: 703 / 771-5023

Community Health
Phone: 703 / 777-0236
Fax: 703 / 771-5393

6 April 2009

MEMORANDUM TO: Jane Marie McCarter, Project Manager
Department of Building & Development, **MSC 62**

FROM:

Matthew D. Tolley
Sr. Env. Health Specialist
Division of Environmental Health, **MSC 68**

SUBJECT:

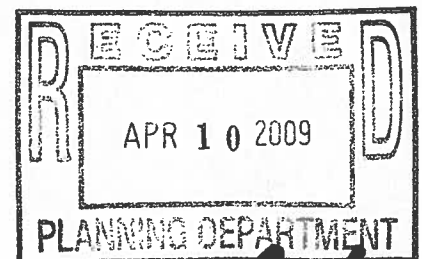
**SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003; Scott Jenkins Memorial Park
LCTM: 37/58A & 58B (PIN 346-35-3765 & 346-36-7436)**

The Health Department recommends denial of this application. The applicant has not begun the complex process necessary to fulfill the sewage disposal and well water needs for the application. Those details normally associated with the site plan stage are crucial for this application since the location of the ball fields, parking areas and concession stands all hinges on the approved location of the sewage and water facilities. The plat reviewed was prepared by Patton, Harris Rust & Associates and was dated February 2009.

Attachments Yes ☐ No ☒

If further information or clarification on the above project is required, please contact Matt Tolley at 771-5248.

MDT/JEL/mt
c:subdygd.ref



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LOUDOUN COUNTY, VIRGINIA
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175
Phone 703-777-0333 Fax 703-771-5359



Memorandum

To: Jane McCarter, Project Manager
From: Maria Figueroa Taylor, Fire-Rescue Planner
Date: May 8, 2009
Subject: Scott Jenkins Memorial Park
SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003

Thank you for the opportunity to review the above captioned application. The Fire and Rescue Planning Staff, in agreement with the Fire Marshal's Office, has no objection to the applications as presented.

The Fire-Rescue GIS and Mapping coordinator offered the following information regarding estimated response times:

PIN	Project name	Hamilton VFRC Station 5/17 Travel Time
346-35-3765	Scott Jenkins Memorial Park	56 seconds

The Travel Times for each project were calculated using ArcGIS and Network Analyst extension to calculate the travel time in minutes. To get the total response time another two minutes were added to account for dispatching and turnout. This assumes that the station is staffed at the time of the call. If the station is unoccupied another one to three minutes should be added.

Project name	Hamilton VFRC Station 5/17 Response Times
Scott Jenkins Memorial Park	2 minutes, 56 seconds

If you have any questions or need additional information, please contact me at 703-777-0333.

c: Project file

Teamwork * Integrity * Professionalism * Service

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**COUNTY OF LOUDOUN
PARKS, RECREATION AND COMMUNITY SERVICES
REFERRAL MEMORANDUM**

To: Jane McCarter, Project Manager, Planning Department (**MSC #62**)

From: Mark A. Novak, ASLA, Park Planner, Facilities Planning and Development (**MSC #78**)

CC: Diane Ryburn, Director
Steve Torpy, Assistant Director
Su Webb, PROS Board, Chairman, Catoctin District
James E. O'Connor, PROS Board, Open Space Member
Bob Wright, PROS Board, Open Space Member
Brian Fuller, Park Planner

Date: May 11, 2009

Subject: **SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park**

Election District: Catoctin **Sub Planning Area:** Route 7 West

MCPI # 346-35-3765, 346-36-7436

BACKGROUND:

Loudoun County Department of Parks, Recreation and Community Services were approached by Dennis and Linda Virts of Waterford, Virginia in 2007 regarding a donation of land for use as a sports park. The couple had been active participants and supporters of youth sports in Loudoun County for many years and wanted to give back to the community by helping meet the need for more ball fields. The Virts formally presented their intent to donate 25.5 acres to the County at the Board of Supervisors' meeting on July 1, 2008. The Board of Supervisors voted to purchase an additional 11.43 acres from the Virts to bring the total are of the park to 36.9 acres.

The Board has committed to funding phase one which includes a commuter parking lot and a 90-foot baseball field, and permitting the family to place a memorial at the park site, which will be named "Scott Jenkins Memorial Park". When completed the park will include four lighted baseball/softball fields, a lighted multi-purpose field and a commuter park and ride for 250 cars.

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SPEX 2009-0004, SPEX 2009-0015,
CMPT 2009-0003
Scott Jenkins Memorial Park
May 11, 2009
Page 2 of 2

Loudoun County Department of Capital Construction has been tasked with the development of the park and a commuter park and ride for the Department of Parks, Recreation and Community Services and the Office of Transportation Services. A Special Exception (SPEX) and Commission Permit (CMPT) are required to allow for active recreational as well as a Commuter Parking Lot on the 36 acre subject site located on the north side of Colonial Highway (Business Route 7) and the south side of Harry Byrd Highway (Route 7 By-Pass) approximately .8 miles east of the Town of Hamilton.

As co-applicant the Department of Parks Recreation and Community Services ask for a favorable recommendation to allow for the establishment of an Active Recreation park as well as a Commuter Parking Lot to serve the needs of the ever-growing population of western Loudoun.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 703-737-8992, or via e-mail at mark.novak@loudoun.gov. I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

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Important! The adopted Affidavit and Reaffirmation of Affidavit forms shall not be altered or modified in any way. Any form that is altered or modified in any way will not be accepted.

REAFFIRMATION OF AFFIDAVIT

In reference to the Affidavit dated _____

(enter date of affidavit)

For the Application **Scott Jenkins Memorial Park**, with Number(s) **SPEX 2009-0015, SPEX 2009-0004, CMPT 2009-0003**

I, Mark W. Thomas, do hereby state that I am an

(check one) ☒ Applicant (must be listed in Paragraph C of the above-described affidavit)
☐ Applicant's Authorized Agent (must be listed in Paragraph C of the above-described affidavit)

And that to the best of my knowledge and belief, the following information is true:

(check one) ☐ I have reviewed the above-described affidavit, and the information contained therein is true and complete as of _____, or;
(today's date)

☒ I have reviewed the above-described affidavit, and I am submitting a new affidavit which includes changes, deletions or supplemental information to those paragraphs of the above-described affidavit indicated below:

(Check if applicable)

☐ Paragraph C-1
☒ Paragraph C-2
☐ Paragraph C-3
☐ Paragraph C-4(a)
☐ Paragraph C-4(b)
☐ Paragraph C-4(c)



WITNESS the following signature:

Mark W. Thomas

check one: ☐ Applicant or ☒ Applicant's Authorized Agent

Mark W Thomas

(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 24th day of September, 2009, in the State/Commonwealth of Virginia, in the County/City of Loudoun.

Krista McElhara

Notary Public

My Commission Expires: 6-30-13

Notary Registration Number: 35671



I, Mark W. Thomas, do hereby state that I am an
___ Applicant

___ ☒ Applicant's Authorized Agent listed in Section C.1. below

in Application Number(s): **SPEX 2009-0015, SPEX 2009-0004, CMPT 2009-0003**

and that to the best of my knowledge and belief, the following information is true:

C. DISCLOSURES: REAL PARTIES IN INTEREST AND LAND USE PROCEEDINGS

1. REAL PARTIES IN INTEREST

The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS** and **LESSEES** of the land described in the application* and if any of the forgoing is a **TRUSTEE**** each **BENEFICIARY** of such trust, and all **ATTORNEYS**, and **REAL ESTATE BROKERS**, and all AGENTS of any of the foregoing.

All relationships to the persons or entities listed above in **BOLD** print must be disclosed. Multiple relationships may be listed together (ex. Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner, etc.) For a multiple parcel application, list the Parcel Identification Number (PIN) of the parcel(s) for each owner(s).

PIN	NAME (First, M.I., Last)	ADDRESS (Street, City, State, Zip Code)	RELATIONSHIP (Listed in bold above)
346-35-3765 346-36-7436	Loudoun County Board of Supervisors	1 Harrison Street, SE 5th Floor Leesburg, Virginia 20177	Title Owners
	Loudoun County Office Of Capital Construction (OCC) <ul style="list-style-type: none">• Matthew Kitchen• Lewis Rauch	211 Gibson Street, N.W. Suite 123 Leesburg, Va 20176	Project Managers
	Patton Harris Rust + Associates <ul style="list-style-type: none">• Mark Thomas• Douglass Kennedy• Fred Ameen	208 Church Street, SE Leesburg VA 20175	Prime Consultant

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** In the case of a TRUSTEE, list Name of Trustee, name of Trust, if applicable, and name of each beneficiary.

Check if applicable:

XX There are additional Real Parties in Interest. See Attachment to Paragraph C-1.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Loudoun County

Loudoun County Board of Supervisors

1 Harrison Street, SE, 5th Floor

Leesburg Virginia 20177

Description of Corporation:

☒ *There are 100 or fewer shareholders and all shareholders are listed below.*

☐ *There are more than 100 shareholders, and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.*

☐ *There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.*

☐ *There are more than 500 shareholders and stock is traded on a national or local stock exchange.*

Names of Shareholders:

SHAREHOLDER NAME <i>(First, M.I., Last)</i>	SHAREHOLDER NAME <i>(First, M.I., Last)</i>
Scott K. York, Chairman (At Large)	Stevens Miller
Susan Klimek Buckley	Kelly Burk
Jim Burton	Andrea McGimsey
Lori Waters	Eugene Delgaudio
Sally R. Kurtz	

Names of Officers and Directors:

NAME <i>(First, M.I., Last)</i>	Title <i>(e.g. President, Treasurer)</i>

Check if applicable:

☒ *There is additional Corporation Information. See Attachment to Paragraph C-2.*

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above)

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Patton Harris Rust & Associates (PHR+A) 208 Church Street, SE Leesburg, VA 20175

Description of Corporation:

XX *There are 100 or fewer shareholders and all shareholders are listed below.*

There are more than 100 shareholders and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation and no shareholders are listed below.

There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders:

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Fred D. Ameen, Jr.**	Michael A. Hammer
Michael G. Baker**	Christopher Holt**
Thirumalainivas Bhakthavatsaiaam	Paul Dec Holt, Jr.
John F. Callow**	Mark Jerussi
Helman A. Castro	Ralph T. Jones**
Frank H. Donaldson*	
Timothy F. Fletcher	Douglas R. Kennedy**
Bruce J. Frederick**	Graeme C. Lake

Continued on Next Page

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)
Thomas D. Rust, PE, AICP	Chairman of the Board, Sr. Vice Pres.
Charles B. Perry, II	Chief Executive Officer
Christopher Holt	Chief Financial Officer, Vice President
Susan S. Wolford	Treasurer, Vice President
Thomas L. Osborne	Secretary, Vice President

Continued on Next Page

Check if applicable:

XX There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above) Continued

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, **and if such corporation is an owner of the subject land**, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Patton Harris Rust & Associates (PHR+A) 208 Church Street, SE Leesburg, VA 20175

Description of Corporation:

XX *There are 100 or fewer shareholders and all shareholders are listed below.*

There are more than 100 shareholders and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation and no shareholders are listed below.

There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders: Continued

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
L. Nathaniel Ballard	John D. Reno
Michael C. Glickman	Michael G. Reimer
John C. Loyd**	Thomas D. Rust*
Ronald A. Mislowsky**	David J. Saunders**
Robert A. Munse	Karl V. Schaeffer
Patricia D. Monday**	James C. Slora
Paul D. Noursi	Thomas R. Smith**
Thomas L. Osborne**	David H. Steigler

Continued on Next Page

Names of Officers and Directors: Continued

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)
All Stockholders with *	Senior Vice President
All Stockholders with **	Vice President
Mark H. Lillard	Vice President
J. Douglas Coenen	Vice President

Check if applicable:

XX There is additional Corporation Information. See Attachment to Paragraph C-2.

2. CORPORATION INFORMATION (see also Instructions, Paragraph B.3 above) Continued

The following constitutes a listing of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 100 or fewer shareholders, a listing of all of the shareholders, and if such corporation is an owner of the subject land, all **OFFICERS** and **DIRECTORS** of such corporation. (Include sole proprietorships, limited liability companies and real estate investment trusts).

Name and Address of Corporation: (complete name, street address, city, state, zip code)

Patton Harris Rust & Associates (PHR+A) 208 Church Street, SE Leesburg, VA 20175

Description of Corporation:

XX *There are 100 or fewer shareholders and all shareholders are listed below.*

There are more than 100 shareholders and all shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

There are more than 100 shareholders but no shareholder owns 10% or more of any class of stock issued by said corporation and no shareholders are listed below.

There are more than 500 shareholders and stock is traded on a national or local stock exchange.

Names of Shareholders: Continued

SHAREHOLDER NAME (First, M.I., Last)	SHAREHOLDER NAME (First, M.I., Last)
Peter J. Stone	Kevin D. Wood
Earl R. Sutherland*	John D. Wright**
Mark A. Thomas	William L. Wright
Edward G. Venditti**	
John D. Vergeres**	
Scott R. Wolford**	
Susan S. Wolford**	

Names of Officers and Directors:

NAME (First, M.I., Last)	Title (e.g. President, Treasurer)

Check if applicable:

There is additional Corporation Information. See Attachment to Paragraph C-2.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

___ (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

<i>NAME (First, M.I., Last)</i>	<i>Title (e.g. General Partner, Limited Partner, etc)</i>

Check if applicable:

___ Additional Partnership information attached. See Attachment to Paragraph C-3.

3. PARTNERSHIP INFORMATION

The following constitutes a listing of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in the affidavit.

Partnership name and address: (complete name, street address, city, state, zip)

___ (check if applicable) The above-listed partnership has no limited partners.

Names and titles of the Partners:

<i>NAME (First, M.I., Last)</i>	<i>Title (e.g. General Partner, Limited Partner, etc)</i>

Check if applicable:

___ Additional Partnership information attached. See Attachment to Paragraph C-3.

4. ADDITIONAL INFORMATION

- a. One of the following options **must** be checked:

___ In addition to the names listed in paragraphs C. 1, 2, and 3 above, the following is a listing of any and all other individuals who own in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

X Other than the names listed in C. 1, 2 and 3 above, no individual owns in the aggregate (directly as a shareholder, partner, or beneficiary of a trust) 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land:

Check if applicable:

___ Additional information attached. See Attachment to Paragraph C-4(a).

- b. That no member of the Loudoun County Board of Supervisors, Planning Commission, Board of Zoning Appeals or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or though an interest in a partnership owning such land, or as beneficiary of a trust owning such land.

EXCEPT AS FOLLOWS: (If none, so state).

NONE

Check if applicable:

___ Additional information attached. See Attachment to Paragraph C-4(b).

- c. That within the twelve-month period prior to the public hearing for this application, no member of the Loudoun County Board of Supervisors, Board of Zoning Appeals, or Planning Commission or any member of his immediate household, either individually, or by way of partnership in which any of them is a partner, employee, agent or attorney, or through a partner of any of them, or through a corporation (as defined in the Instructions at Paragraph B.3) in which any of them is an officer, director, employee, agent or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has or has had any business or financial relationship (other than any ordinary customer or depositor relationship with a retail establishment, public utility, or bank), including receipt of any gift or donation having a value of \$100 or more, singularly or in the aggregate, with or from any of those persons or entities listed above.

EXCEPT AS FOLLOWS: (If none, so state).

Check if applicable:

___ Additional information attached. See Attachment to Paragraph C-4(c).

D. COMPLETENESS

That the information contained in this affidavit is complete, that all partnerships, corporations (as defined in Instructions, Paragraph B.3), and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, OR LESSEE of the land have been listed and broken down, and that prior to each hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including any gifts or business or financial relationships of the type described in Section C above, that arise or occur on or after the date of this Application.

WITNESS the following signature:

Mark W. Thomas
check one: [] Applicant or [XX] Applicant's Authorized Agent

Mark W. Thomas
(Type or print first name, middle initial and last name and title of signee)

Subscribed and sworn before me this 24th day of September 2009, in
the State/Commonwealth of Virginia, in the County/City of Loudoun.

Krista Kay McGaha
Notary Public

My Commission Expires: 6-30-13



February 2009

Scott Jenkins Memorial Park

Statement of Justification



Special Exception Application and Commission Permit

Special Exception approval to allow an Active Park and Commuter Park and Ride lot per Section 2-102 of the Revised 1993 Loudoun County Zoning Ordinance



I. Project History, General Description of the Property and the Proposed Uses

Background and Project History

This project began in 2003 when Dennis and Linda Virts purchased the property with the hope of developing a private park facility, complete with an indoor training facility. SPEX 2005-0055 Hamilton Youth Sports Park, was accepted for review and the first round of referrals were returned to the applicant. As the property zoning changed from A-3 to AR-1, the indoor practice facility was no longer permissible and the project was withdrawn.

In July of 2008, the Loudoun County Board of Supervisors were presented the opportunity of a gift option on a portion of the property by Dennis and Linda Virts Family in memoriam of their nephew Scott Jenkins with the understanding that Loudoun County continue with the active park vision and the remaining portion be purchased by the county.

Loudoun County Department of Capital Construction has been tasked with the development of the park for the Office of Transportation Services and the Department of Parks, Recreation and Community Services. The current program includes four lighted baseball/softball fields, a lighted multi-use field as well as a park and ride facility for 250 cars.

II. ISSUES FOR CONSIDERATION

Below are set forth the criteria under Section 6-1310 of the Revised Ordinance to be addressed in this Special Exception and the manner in which the criteria are either inapplicable or addressed by the application and the proposed uses:

(A) Whether the proposed special exception is consistent with the Comprehensive Plan.

Per initial referral letters as well as documentation from the Special Exception Pre-Application Meeting, Community Planning continues to state the proposed uses are

consistent with the Comprehensive Plan with respect to active recreation facility development.

Additionally, the proposal co-locates public uses as recommended in the RGP in Chapter 3- General Public Facilities Policies.

(B) Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.

The property will have direct access onto business Rt. 7. The entrance will be designed to meet or exceed VDOT standards which will ensure adequate access to the park for fire and rescue personnel. All proposed structures will meet all state and local requirements relating to fire and safety hazards, such as but not limited to, emergency exits and sprinkler systems.

(C) Whether the level and impact of any noise emanating from the site including that generated by the proposed use, negatively impacts the uses in the immediate area; AND

(D) Whether the glare or light that may be generated by the proposed use, negatively impacts the uses in the immediate area.

Neither noise, nor glare nor light generated by the proposed uses is anticipated to be of concern or to negatively affect adjacent uses. The proposed park is bordered on the north by Rt. 7 bypass which is a heavily used for lane divided highway. The existing noise emanating from the vehicular traffic using this highway will be greater than a few parents clapping and cheering for their children during a youth sports game. The light or glare generated from games played after dusk is not anticipated to have any greater impact on the properties in the immediate area than that of vehicular traffic using Rt. 7. Additionally, the proposed lighting will not exceed what is currently allowed per county standards.

(E) Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.

As noted throughout, the proposed uses are recognized by the Comprehensive Plan itself to be compatible with other uses deemed desirable in the Rural Policy Area. Specifically, "active parks" are squarely within the Comprehensive Plan's goals.

The adjacent and nearby parcels are designated as either rural or residential. Parks and recreational areas are clearly compatible with these uses in that youth sports have become a vital component in rearing children in today's society. Parents prefer parks that are conveniently located near their residential neighborhoods to help them balance a hectic work and family schedule.

(F) Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood, and adjacent parcels.

The Property's existing or proposed landscaping, screening and buffering will be adequate to screen surrounding uses. On the south and north, the adjacent uses are arterial roads and right of way owned by the Virginia Department of Transportation. Particularly to the Route 7 By-Pass-the topography slopes away from the site and existing vegetation on the slopes of the By-Pass right-of-way will largely block the view of the proposed use. To the east, the property tapers to a narrow point where existing vegetation will be sufficient to screen the property (and where no ball field facility is within over 500 feet. To the west, existing hedgerows and trees along the property line with two potential AR-1 rural residential lots; additionally the plan will be developed in conformance with Section 5-1413 of the zoning ordinance.

(G) Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.

The proposed special exception will result in a parcel of land over 30 acres being preserved for open space and for community serving purposes.

(H) Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.

The proposed uses in the special exception will not damage existing animal habitat, vegetation, and water or air quality.

(I) Whether the proposed special exception at the specified location will contribute to or promote the welfare or convenience of the public.

The Comprehensive Plan expressly recognizes "parks" as a part of the institutional activities that preserve rural character and that are compatible with the dominate rural land use pattern in the Rural Policy Area. *Loudoun County Revised General Plan of 2001, Rural Policy Area*, Land Use Pattern and Design, section 6. The proposed use also is convenient to the Route 7/Route 9 interchange; making it accessible to many Western Loudoun families whose active park and commuter parking lot needs are currently under-served. The high growth rate in Loudoun County has been accompanied by a growth in the demand for recreational parks as well as commuter parking lots.

(J) Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.

The proposed uses are anticipated to be adequately and safely served by existing roads. The Property has extensive frontage on Colonial Highway (Route 7) and is proximity located near the "Clark's Gap" interchange with the Route 7 By-Pass. *See also the responses to Item "O" below*

(K) Whether, in case of existing structure proposed to be converted to uses required a special exception, the structures meet all code requirements of Loudoun County.

There are no existing structures on the property. All structures for the uses intended herein will comply with the local code requirements of Loudoun County, the Commonwealth of Virginia, or federal requirements, or, where applicable, any exemptions that may lawfully apply.

(L) Whether the proposed special exception will be served adequately by essential public facilities and services.

The proposed use will not rely upon public water and sewer. Other public facilities such as fire and rescue will be adequate.

(M) The effect of the proposed special exception on groundwater supply.

It is not anticipated that the proposed special exception will have an adverse affect on groundwater supply.

(N) Whether the proposed use will affect the structural capacity of the soils.

It is not anticipated that the proposed special exception will have an adverse effect on the structural capacity of the soils on the Property.

(O) Whether the proposed use will negatively impact orderly and safe road development and transportation.

The proposed use will not negatively affect road development or transportation. The proposal is consistent with the Revised Countywide Transportation Plan. Additional improvements will be constructed as required per Virginia Department of Transportation regulations in future phases.

(P) Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.

The first phase of development (large baseball field, road improvements as well as the commuter parking lot) will provide much needed construction related jobs in the immediate future. This phase is scheduled to start construction in August 2009.

(Q) Whether the proposed special exception considers the needs of agriculture, industry, and businesses in future growth.

The proposal is intended to help meet the recreational needs of County residents. Thus, it is necessary as a community serving facility meeting currently under-served needs and accommodating future business and industry demands.

(R) Whether adequate on and off-site infrastructure is available.

No off-site infrastructure is available for this or other properties in the area. The site will be served by on-site new wells, which have been determined by the applicant's experts to be adequate for the intended uses.

(S) Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent to uses.

There is no basis for anticipating odors will be generated by the uses on the site which will negatively impact adjacent uses.

(T) Whether the proposed special exception uses sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas.

PHR+A

Adverse impact of construction traffic on existing neighborhoods and school areas will be minimal due to the multiple ways to access the property and the minimum number of residential properties in the immediate area. The applicant will adhere to all applicable local, state and federal laws governing constructions traffic and methods of transport.

III. SUMMARY

The proposed Special Exception to allow for the establishment of an Active Recreation Park as well as a Commuter Parking Lot to serve the needs of the ever-growing population of western Loudoun is consistent with the County Plan and land use plan and policies of supporting and providing adequate services for the citizens of Loudoun County.

September 28, 2009

Jane McCarter, Project Planner
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, VA 20177-7000

RE: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park
2nd Submission Referral Comments

Dear Ms. McCarter:

We have addressed the second referral comments for The Scott Jenkins Memorial Park and offer the following in response. The letter responds to the returned referrals in the chronological order they were written. In an effort to abbreviate the letter and focus on the addressing outstanding issues this letter only addresses items that need clarification and response from the applicant.

Zoning Administration – June 2, 2009 (?)

1. Cover Sheet. Note #7. As special exceptions are typically approved to be in substantial conformance with the special exception plan, revise Note #7 to state the reason that the location of the buildings, structures and parking lots could be subject to change, such as for engineering reasons.

Response: Note 7 on the cover sheet has been revised to state the final location of improvements is subject to change due to final engineering.

2. It is noted that the boundary line adjustment for the property was approved on August 5, 2009. Revise 19 accordingly.

Response: Note 19 has been amended as requested to note the BLAD approval date.

Environmental Review Team (ERT) – September 4, 2009



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Frederick
Germantown
Hollywood

WEST VIRGINIA

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Martinsburg

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Leesburg, VA
20175

1. The special exception plat depicts restrooms and a trail approximately 8 to 10 feet from the "Moon Tree". Staff recommends that the restroom and trail be shifted to the east or relocated elsewhere on the property to ensure protection of the tree's critical root zone. The "Moon Tree" should be included as a tree save area or specified on the plat as an individual tree to be preserved. ERT recommends a condition of approval requiring the following: 1) no land disturbance within 20 feet of the tree; 2) 4-foot welded wire tree protection fence with "Tree Protection" signage in English and Spanish spaced no more than every 30 feet all the way around the tree protection fence; 3) a plaque explaining the tree's significance and history; and 4) no future site alteration within 30 feet of the tree. [Revised General Plan (RGP) Forest, Trees, and Vegetation Policy 1]

PHRA

Response: The plan has been revised to save the 'Moon Tree'. It is agreed there will not be grading within 20' within Phase I development of the Park as well as no disturbance or future alteration within 30' of the tree as recommended. Conditions have been drafted to reflect this request.

2. For clarity, please include a legend on Sheet 3 identifying the tree save area symbol. In addition, staff recommends a condition of approval specifying the intent and limitations of the designated tree save areas, in addition to the specific measures for the "Moon Tree" identified above.

Response: Each Tree Conservation Area has been clearly noted on Sheet 3. In addition, the approval conditions have been included for the TCA's as well as the 'Moon Tree'.

3. The applicant's responses state that the absence of curb and gutter within the parking lot design and the use of grass swales increases time of flow for runoff to reach proposed stormwater management ponds, promoting infiltration. Staff agrees with this approach and recommends that the use of no curb and gutter in parking lot areas and grass swales to convey stormwater runoff be provided as a condition of approval. [RGP Surface Water Policy 5]

Response: Conditions have been included to state there will not be curb and gutter in the parking lot areas.

4. The applicant's responses state that the initial Phase 1 development, consisting solely of the large ball field, will require less than 6,700 gallons per day during a 30-day period, which is below the 10,000 gallons per day threshold referenced in Section 6.240 of the Facilities Standards Manual (FSM), requiring a hydrogeologic assessment. The responses go on to state that the applicant will commit to conducting a hydrogeologic assessment prior to construction of the irrigation system for the Phase 2 fields. Staff recommends that the assessment be provided as a condition of approval, to trigger the requirement at the time of the first site plan submittal. The condition will make it clear that the hydrogeologic assessment is required due to the water demand for both phases, collectively. Considering the limited water resources in this area of the County, it is important that the hydrogeologic assessment be conducted. [RGP Groundwater Policy 4]

Response: Conditions have been drafted to require a Hydrological Assessment prior to building permit for Phase II building construction.

5. The applicant's responses state that it is anticipated that the applicant shall install low flow fixtures and waterless urinals in the proposed restrooms. Staff recommends that these water conserving measures be included as a condition of approval. As previously stated, including water conservation measures within the project would establish a positive example of efficient water use in an area of the County with limited water resources and would be consistent with the Public Facilities goal language on Page 3-6 and General Water Policies on Page 2-20 of the RGP.

Response: Conditions have been drafted to require a low flow fixtures as well as waterless urinals.

6. In addition to the Noise Standards specified in Section 5-1507 of the Revised 1993 Loudoun County Zoning Ordinance, which is referenced in applicant's responses, staff recommends that the applicant address protection of the proposed park use from noise generated by Route 7. Based on Table 4-1 on page 4-8 of the Revised Countywide Transportation Plan (CTP), noise abatement measures should be considered if noise levels approach or exceed 67 decibels (dBA) for parks and active sport areas. The application should also consider noise generated from the park uses and impacts on adjacent properties. [CTP Noise Policy 2 and RGP Highway Noise Policies 1 and 3]

Response: The proposed additional landscape and screening will help abate additional noise from the proposed land use.

PHRA

Community Planning – September 14, 2009

Lighting

....Staff finds that the lighting for the proposed athletic fields is in compliance with the lighting and night sky policies of the Revised General Plan. Staff recommends conditions of approval be developed to ensure the proposed lighting is in compliance with County standards and hours of illumination for the proposed athletic fields are limited to no later than 10:00 pm to mitigate potential impacts on adjacent residential properties.

Response: The conditions have been drafted to limit the operations of the park until 11pm to allow time for users to safely exit the park.

Office of Transportation Services – September 24th, 2009

1. Resolved

A-80

2. **Resolved**
3. **Resolved**
4. **Resolved**
5. **Resolved- appropriate language has been included in the conditions**
6. **Resolved- appropriate language has been included in the conditions**
7. **Resolved**
8. **Resolved- appropriate language has been included in the conditions**
9. **Resolved- appropriate language has been included in the conditions**



Please find the attached 20 copies of the plan sets. Let us know if you have any questions regarding this resubmission. We look forward to seeing the successful completion of this application.

Respectfully Submitted,

Patton Harris Rust & Associates

A handwritten signature in black ink, appearing to read 'Mark Thomas', with a stylized flourish at the end.

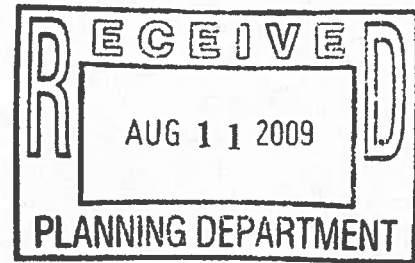
Mark Thomas, CLA
Director of Planning and Landscape Architecture

P:\Project 13608\2009\Planning\Admin\Correspondence\Letters - Comment response\1st referral.doc

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August 11, 2009

Jane McCarter, Project Planner
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, VA 20177-7000



RE: SPEX 2009-0004, SPEX 2009-0015 & CMPT 2009-0003
Scott Jenkins Memorial Park
1st Submission Referral Comments

Dear Ms. McCarter:

We have addressed the first referral comments for The Scott Jenkins Memorial Park and offer the following in response. The letter responds to the returned referrals in chronological order they were written.

Division of Environmental Health Services – April 9, 2009

The Health Department recommends denial of this application. The applicant has not begun the complex process necessary to fulfill the sewage disposal and well water needs for the application. Those details normally associated with the site plan stage are crucial for this application since the location of the ball fields, parking areas and concession stands all hinges on the approved location of the sewage and water facilities. The plat reviewed was prepared by Patton, Harris Rust & Associates and was dated February 2009.

Response: This application is being revised to include a bathroom facility with the Phase I construction. The details of the restroom facility and the drainfield design will be submitted to the Health Department for review and approval prior to site plan approval.

Environmental Review Team (ERT) – April 27, 2009

Regarding tree cover

1. Staff recommends adjusting the site layout to more comprehensively preserve the central hedgerow that bisects the site. The entrance road is an attractive natural feature that includes two significant white oak trees, with diameters at breast height (DBH) of 54 and 40 inches, located on the west side of the driveway (see attached photographs 1 and 2). In addition, the hedgerow includes the "Moon Tree", located on the east side of the driveway (see attached photograph 3). The "Moon Tree" orbited the Moon as part of the Apollo 14 Mission in February 1971. Approximately 400-500 seeds were carried onboard, and upon return to earth, were germinated by the U.S. Forest Service. The trees were then planted throughout the world including such



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A-82

notable locations as the White House, Washington Square in Philadelphia, and various other locations including universities and NASA centers. While a few *Ailanthus* trees are located in the hedgerow, they are insignificant and could be sanitized out along with a few other trees of poor form, poor quality and poor structural integrity. To minimize or eliminate disturbance to the existing trees, staff strongly recommends moving the large rectangular field east of the hedgerow. Staff also recommends including a plaque to explain the history of the "Moon Tree" to park visitors. [RGP Forest, Trees, and Vegetation Policy 1]

Response: The "moon" tree has been identified on the plat. Every effort will be made to save said tree. If the site grading cannot accommodate the retention of the tree, the tree may be relocated on-site.

2. Staff recommends that the large pin oak tree located near the northwestern corner of the site be preserved (see attached photograph 4). The tree's critical root zone could conflict with possible stormwater outfall conveyance from the northwestern stormwater management (SWM)/ best management practices (BMP) facility shown on Sheet 3. Staff requests consideration of this tree's preservation when preparing the stormwater design during the site plan stage. Staff further recommends considering reducing impervious surfaces, such as providing pervious parking for the parking or a portion of the parking associated with the athletic fields, in an effort to limit size or need of one of the western SWM/BMP facilities. [RGP Forest, Trees, and Vegetation Policy 1]

Response: Site grading and stormwater management plan for the site has been further studied and the plan has been subsequently revised to relocate the stormwater management pond from the north western corner of the site. Due consideration will be given during the site plan design to limit the grading activities in order to preserve the large Pin Oak near the property corner.

3. Six oak trees are identified in the central hedgerow on Sheet 2. Please identify the species and depict the trees on Sheet 3. In addition, please also field survey and identify the pin oak and "Moon Tree", described above, on Sheet 3. [RGP Forest, Trees, and Vegetation Policy 1]

Response: The existing oak trees have been shown on Sheet 3 as well as the Moon Tree.

Regarding water quality and quantity

4. Due to the presence of moderately well to well drained soils, please consider including infiltration BMP to treat stormwater runoff from proposed parking spaces and fields. These BMP measures could minimize the size of the proposed ponds by removing water quality volume requirements within the pond, where water quality volume is described in Chapter 2 of the Virginia Stormwater Management Handbook. [RGP Surface Water Policy 5]

Response: The absence of curb and gutter within the parking lot design avoids concentrated runoff through enclosed storm pipes, and overland flow from parking areas are conveyed by grass swales to proposed stormwater management ponds. This considerably increases the time of flow for runoff to reach the ponds thereby promoting infiltration into the subsurface.

5. *Three irrigation wells are proposed with this application. Considering the limited water resources in this area of the County, staff recommends that the applicant consider completing a hydrogeologic assessment for this application as early in the application process as feasible. Section 6.240 of the Facilities Standards Manual (FSM) requires a hydro-assessment where a development extracts an average of 10,000 gallons per day during a 30-day period. [RGP Groundwater Policy 4]*

Response: It is anticipated that the rectangular field will be synthetic turf at build out thus not requiring watering. The initial Phase I development consisting of solely the large ballfield will require up to 200,000 gallons per month, assuming no rain event. This will work out to less than 6700 GPD during a 30 day period. The applicant will commit to conducting a hydrogeologic assessment prior to construction of the Phase 2 fields irrigation system.

6. *Staff encourages installation of water conservation measures into the project, such as low flow and waterless urinals in proposed restrooms. Including water conservation measures within the project would establish a positive example of efficient water use in an area of the county with limited water resources and would be consistent with the Public Facilities goal language on Page 3-6 and General Water Policies on Page 2-20 of the Revised General Plan (RGP).*

Response: It is anticipated that the applicant will install low flow fixtures and waterless urinals in the proposed restrooms.

Other

7. *For clarity, add the following note to Sheet 1: "Wetlands shown are based on a wetland delineation conducted by Bowman Consulting Group, Ltd, approved by the U.S. Army Corps of Engineers on September 25, 2008 (JD# 05-R0890)". [RGP River and Stream Corridor Policy 23]*

Response: Note 20 has been added on Sheet 1 to address the Wetland Delineation.

8. *Staff recommends that the applicant address protection of the proposed park use from noise generated by Route 7. Based on Table 4-1 on page 4-8 of the Revised Countywide Transportation Plan (CTP), noise abatement measures should be considered if noise levels approach or exceed 67 decibels (dBA) for parks and active sport areas. The application should also consider noise generated from the park uses and impacts on adjacent properties. [CTP Noise Policy 2 and RGP Highway Noise Policies 1 and 3]*

Response: The applicant is required to comply with Section 5-1507 of the Loudoun County Revised 1993 Zoning Ordinance. The applicant is taking sound meter readings at similar parks in the county to assure compliance with this zoning requirement

Community Planning – May 6, 2009

A. LAND USE

Staff finds that the proposed use of the subject property as a County Park, with athletic fields and a shared-use commuter parking lot, conforms with the general land use and public facilities policies of the Revised General Plan.

Response: Comment acknowledged.

1. Water Resources

Staff recommends that a Stormwater Management Plan be developed in consultation with the County's Environmental Review Team to achieve policy goals regarding surface water and stormwater management on the site. Additional detailed information regarding the design and function of the proposed stormwater management system is requested.

Response: The details of the stormwater management has been submitted as part of the Site Plan for ERT and Building and Development review.

Staff supports the use of low impact development (LID) techniques to minimize the volume of surface water run-off and reduces pollutants from the subject site. Staff welcomes a meeting with the applicant to discuss these issues.

Response: LID measures have been considered for the site. The absence of curb and gutter within the parking lot design avoids concentrated runoff through enclosed storm pipes, and overland flow from parking areas are conveyed by grass swales to proposed stormwater management ponds. This considerably increases the time of flow for runoff to reach the ponds thereby promoting infiltration into the subsurface.

B. EXISTING CONDITIONS

2. Forests, Trees, and Vegetation

Staff recommends that as much of the existing vegetation and trees as possible be preserved on the site. Staff recommends that the existing forest cover and hedgerows which are to be preserved on the subject property be designated as tree conservation areas (TCAs) on the proposed Special Exception Plat. Staff recommends commitment to the long-term maintenance of the tree conservation areas (TCAs).

Response: Tree Save Areas have been added based on the current grading plan that Loudoun County Building and Development is reviewing. These tree save areas may be sanitized of invasive species, dead or dying trees or unsafe trees. The plants in these tree save area may also be supplemented by the buffer plantings with the site plan submission.

3. Virginia Byway

Staff recommends that any road improvements associated with the proposed facility be sensitive to the rural character of the roadway. Staff would be happy to work with the applicant and the Office of Transportation Services to develop conditions that address the rural/rustic character of the roadway.

Response: The road improvements for the facility are all on the northern side of Route 7. This mitigates the required impacts to the existing

condition. The trees along the northern side of Business Route 7 are generally in poor condition and not of substantial quality.

C. COMPATIBILITY

1. Site Design

Staff finds the design and scale of the proposed park is in keeping with the rural character of the surrounding area, provided that adequate landscaping and buffering is provided and noise and light impacts are addressed (see discussion below).

Response: **Comment Acknowledged**

2. Landscaping and Buffering

Staff recommends that the existing hedgerows on the perimeter of the property be incorporated into the required landscape buffer for the property. Staff recommends that the trees on either side of the abandoned roadway near the center of the property be preserved and incorporated into the design of the site. Additional detailed information regarding necessary supplementation and a detailed tree preservation plan that indicates the location of trees to be saved during construction and over the life of the project are requested. Staff recommends delineating all existing tree cover proposed for preservation as Tree Conservation Areas (TCAs).

Response: TCA's have been added to the plat based on the site plan that Loudoun County Building and Development is currently reviewing. This includes existing hedgerows along the western and northern boundaries as practicable. Supplemental landscape will be included with the site plans for each phase.

3. Lighting

Staff requests information pertaining to the days and times of illumination for the proposed athletic fields to fully evaluate impacts on adjoining properties and to evaluate the appropriateness of lighted athletic fields in the rural area. Specifically, staff is concerned about the height of the light poles and spillage of light onto adjoining properties and into the night sky. All lighting should be designed to preclude light trespass onto adjoining properties, glare to passersby, sky glow, and deterioration of the nighttime environment.

Response: This application will fully comply with Section 5-1504 Light and Glare Standards of the Loudoun County Revised 1993 Zoning Ordinance. Footcandle levels generated by the Ballfield Lighting do not exceed .75 (three quarters) of a foot candle at the property line. Per section 5-1504 (A) Publicly owned athletic competition facilities are allowed to reach 10 (ten) footcandles at the property line. This application is 9.25 foot candles less at the property line than allowed by the county ordinance.

Excluding the Bus Entrance/Street Lighting, the proposed parking lot lighting does not exceed the allowable .25 Foot Candle at the property lines.

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4. Noise

Staff requests that additional information be submitted to demonstrate that the anticipated noise levels emanating from the use of the subject property will not adversely affect adjoining residential uses and will be in compliance with County standards. Staff recommends conditions be developed to ensure that the noise levels will be in compliance with County standards and that corrective measures by the applicant will be undertaken should the noise levels in the future exceed these standards.

Response: The applicant is required to comply with Section 5-1507 of the Loudoun County Revised 1993 Zoning Ordinance. The applicant is taking sound meter readings at similar parks in the county to assure compliance with this zoning requirement.

5. Pedestrian and Bicycle Circulation

Staff recommends that the proposed trails within the park be a minimum of 10-feet in width to facilitate safe shared bicycle and pedestrian usage. Staff recommends that bicycle lockers and/or racks be provided in support of non-vehicular modes of transportation for the proposed commuter parking lot. Staff recommends that the applicant commit to providing future bicycle and pedestrian connections to the Town of Hamilton and/or the W&OD trail when the opportunity arises.

Response: The 10' regional trail has been added along the frontage of the property. This trail will be constructed in the buffer/setback area and meander through the landscape. It is not intended to be an offset of the road right-of-way, nor will it be dedicated to VDOT. A bicycle storage area has been identified on the plat near the bus stop location. This area will have lockers as well as racks for bicycle storage. The lockers will not be installed with the initial phase of development, rather when the regional trail is connected to the W & OD trail.

Department of Fire, Rescue and Emergency Management- May 8, 2009

No outstanding issues

Department of Planning- Archeological Review- - May 8, 2009

No outstanding issues

Parks, Recreation and Community Services- May 11, 2009

No outstanding issues

Virginia Department of Transportation – May 20, 2009

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Traffic Impact Analysis Comments:

1. *Results of the analysis indicate that the following intersections will deteriorate as a result of the traffic generated by the proposed development:*
2. *Intersection 3 – Business Route 7 and Hamilton Station Road (Rt. 704) – The operation of this intersection is acceptable under the existing and 2010 scenarios, however it fails during the 2020 conditions. The traffic impact analysis has examined some options for mitigation including a mini roundabout however a more detailed analysis that includes right-of-way availability and geometrical and environmental constraints should be performed to determine optimum mitigation measure. A pro-rata share based contribution for mitigation is suggested in the study.*

Response: The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation Fund prior to opening of Phase 2 of the development.

3. *Intersection 8 – Route 7 northbound ramps and Route 9 – The Saturday operation of this intersection is acceptable during the existing and 2010 conditions, however it fails in the 2020 condition as a result of the additional traffic generated/attracted to the proposed site as well as the ambient traffic growth. It should be noted that this intersection currently shows poor levels of service in the p.m. peak period and will continue to fail in 2010 and 2020 conditions with or without the development. Thus, the traffic impact analysis has not recommended any improvements.*

Response: Since the intersection does not perform in the existing conditions and the site traffic comprises less than 2.2 percent of the intersection volumes (see Table 13 from the Traffic Study), additional mitigation was not included in the traffic report. Site traffic at the ramp is less than 1.2 percent of the AM and PM peak hour approach volumes on the ramp. Although not required to mitigate for site traffic, the LOS can be improved by providing approximately 125 feet length of additional ramp width so the right turns exiting Route 7 to northbound Route 9 can merge into the second receiving lane on Va. Route 9 northbound as a free flow movement. If the lefts back up at the crossover from Route 7 to SB Route 9, the ramp traffic making a right turn was observed to ride on the shoulder to turn right. The LOS delay decrease in the 2020 scenario from LOS F with delays over 800 seconds to LOS F with delay at approximately 80-90 seconds. Signalization is not anticipated to be warranted based on the future traffic volumes, in comparison to MUTCD guidelines.

4. *Intersection 10 – Business Route 7 and Dry Mill Road (Rt. 669) – The traffic impact analysis has examined some mitigation measures at this intersection and concludes that an all way stop sign and separate turn lanes would improve the operation of failing movements. A pro-rata share base contribution to the additional turn lane is suggested in the traffic impact analysis.*

PHR+A

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Response: The applicant will commit to a pro-rated contribution for future intersection improvements and will contribute to the County Transportation Fund prior to the opening of Phase 2 of the park.

Planning Comments:

5. *Site Trip Generation, page 39 and Table 5:*

Response: No action required

6. *All trip rates assumed are for soccer fields (Table 5) while this plan has four fields (1 baseball and 3 smaller softball) in addition to one rectangular (presumably for soccer). Comparing ITE (Trip Generation 8th edition) trip rates for County Parks with the soccer complex (4th paragraph) while ITE does not define County Parks as ball fields does not justify conservativeness of the trips as stated by the study (same paragraph).*

Response: The trip rates were outlined in the scoping session. PHR+A had applied a conservative approach based on review of parking and traffic volumes for County facilities in Fairfax County, Virginia and review of parking activities for other regional parks, such as Franklin Park. The ITE data base for County parks is only based on acreage, and the proposed activities on the 35 acres is programmed with significant activities, with little passive recreation in relation to the ITE data base. In ITE Land Use Code 412 (County Parks), the average park size is at over 300 acres. The calculation of trips based on a similar use, soccer fields, was has been updated based on nationwide and local studies, and was used in the previous application for the subject site. The use of the conservative approach was assumed to determine the worst case conditions for weekday and weekend peaks to size turn lanes. As shown in Table 5 of the TIA, the trip rates for County parks are quite low, and would result in 2 to 20 peak hour trips, which does not reflect the anticipated usages for an active recreational usage. See response #7 for additional park count resources.

7. *Study refers to a traffic impact analysis for Fauquier Northern Area Park, prepared by Kellerco. Please provide a copy as part of the appendices.*

Response: An Excerpt of the report portion relating to trip generation is attached to this response. Note that the Kellerco report was distributed on September 9, 2003 for the Northern Fauquier Sports complex, but the trip rates were based on counts at the Franklin Park facility west of Purcellville. For the weekday conditions, the peak hour trip generation for the internal parking areas (intersection #2) associated with 8 fields (4 ball fields, 2 soccer, and 2 football fields) resulted in 213 peak hour trips, or a trip rate of 27.6 trips per field. In comparison to the published ITE trip rates at the time, the trip rates were approximately 30 percent higher than the ITE average. For Scott Jenkins Memorial Park, the factored trip rates were shown at 35 percent

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higher than the current ITE peak hour and Daily rates. Since the rates exceed ITE, the approach should be acceptable for planning and design purposes.

8. *Trip distributions and growth factor assumed (4%) by the study is in line with the expected growth in western Loudoun County.*

Response: Acknowledged, no action required.

9. *Comments 6 and 7 should be addressed and the traffic impact analysis resubmitted.*

Response: Not resubmitted the TIA; responses are attached as part of the coordination with Loudoun County for the review of the application. The comments do not increase the traffic volumes or assignments. Note that if the ITE trip rates were applied for the park based on County park sizes, the site impacts would be significantly reduced. The more conservative traffic volumes were used based on usages for other similar facilities and are more conservative than the ITE data base. Trip rates were reviewed in the scoping session with VDOT and County OTS in December 2008. In our professional opinion, the conservative traffic volumes best fits the proposed activities for peak usage, and was used to size the access.

Concept Plan Comments:

10. *The exact configuration and width of the divided multilane entrance will be determined at site plan review.*

Response: It is understood that the configuration and width of the divided multilane entrance will be determined at site plan review

11. *The bus entrance should be configured to facilitate left turns into the site.*

Response: There will not be left turns into the site per discussion with Loudoun County Office of Transportation Services. Busses AM and PM will come from Route 7 Westbound Lane from the Rt. 7/ Rt. 9 intersection . Provision for left turn access would require additional turn lane area for deceleration, and increase frontage impacts.

12. *Turn lane and taper lengths appear to be satisfactory.*

Response: Comment acknowledged.

13. *The multi-use trail should be 10' wide rather than 8'.*

Response: The multi- use regional trail along the road has been updated to depict a proposed width of 10'

B. SECTION 6-1310 ISSUES FOR CONSIDERATION

1. (A) *Whether the proposed special exception is consistent with the Comprehensive Plan. Zoning defers to Community Planning in the Department of Planning regarding this issue.*

Response: Comment acknowledged- please refer to Community Planning responses.

2. (B) *Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control. Zoning defers to Fire and Rescue regarding this issue.*

Response: Comment acknowledged- please refer to Fire and Rescue responses.

3. (C) *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area. The noise standards of Section 5-1507 apply to the proposed uses.*

Response: Comment acknowledged- Note 18 has been added to Sheet 1 to address compliance.

4. (D) *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area. The lighting requirements of Section 5-1504 apply to the proposed uses.*

Response: Comment acknowledged- Note 13 has been amended on Sheet 1 to address compliance.

5. (F) *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses. The landscaping requirements of Sections 5-1400 apply to the proposed uses and will be reviewed in detail during site plan review. A Type 3 buffer is required along Colonial Highway (Business Route 7) in front of the proposed commuter parking lot (Group 1 single family residential and the Group 8 parking lot use).*

Response: Comment acknowledged- this buffer will be included on the Site Plan submission to the Department of Building and Development.

6. (I) *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services. Zoning defers to the Office of Transportation Services regarding this issue.*

Response: Comment acknowledged- please refer to OTS responses.

C. OTHER ISSUES

11. *Section 5-1100. Parking. As active recreation use is not specifically listed in the parking requirements, the parking rate is as determined by the Zoning Administrator and will be verified at the time of site plan review.*

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Response: Comment acknowledged

12. *Section 5-1504 Light and Glare Standards. The light and glare standards of Section 5-1504(A) apply. Include statement on the special exception plat that Section 5-1504 applies to the proposed use.*

Response: Comment acknowledged- Note 13 has been amended on Sheet 1 to address compliance.

13. *Section 5-1507 Noise Standards. The noise standards of Section 5-1507. Include statement on the special exception plat that Section 5-1507 applies to the proposed use.*

Response: Comment acknowledged- Note 18 has been added to Sheet 1 to address compliance.

14. *Section 5-1508. Steep Slopes. The site contains areas of moderately and very steep slopes. In accordance with Section 5-1508(F), a grading permit and locational clearance will be required at the time of site plan review.*

Response: Comment acknowledged- Note 17 has been added to Sheet 1 to address compliance.

15. *Section 6-701. Site Plan. Please be advised that a site plan is required in addition to the special exception prior to establishing the proposed uses.*

Response: Comment acknowledged- Note 12 has been amended on Sheet 1 to address compliance.

A. SPECIAL EXCEPTION PLAT

16. *Cover Sheet. Note #7. This note states that the locations of the buildings, structures and parking lots are conceptual in nature and that the final location of improvements are subject to change and not subject to approval by the Board of Supervisors. As the applicant is to guarantee substantial conformity to the special exception plat, Note #7 should be revised to simply state that changes to the plan layout might occur due to engineering design.*

Response: Comment acknowledged- Note 7 has been amended as requested.

17. *Cover Sheet. Note #12. Please note that an approved site plan is required prior to zoning permit approval.*

Response: Comment acknowledged- Note 12 has been amended as requested.

18. *Cover Sheet. Note #13. The lighting requirements of Section 5-1504 apply to these uses.*

Response: Comment acknowledged- Note 13 has been amended to specifically refer to section 5-1504.

19. *Cover Sheet. In addition to the yard requirements cited, the setback requirements of Section 5-900 apply to the site: Harry Byrd Highway – 200' building; 100' parking setback.*

Response: The Harry Byrd Highway Building Setback of 200' has been corrected on Sheet 1.

20. *Cover Sheet. It is noted that a boundary line adjustment application has been filed [BLAD 2009-0028] to vacate the property line shared by the subject parcels. This lot consolidation will alleviate buffering and landscaping issues along that property line. Include a note regarding the boundary line adjustment application.*

Response: Comment acknowledged- Note 19 has been added to refer to the pending BLAD.

21. *Sheet 3. A Type 3 buffer is required to screen the commuter parking lot from the adjacent properties.*

Response: Comment acknowledged- this buffer will be included on the Site Plan submission to the Department of Building and Development.

22. *One of the bus shelters is shown within the required 75' yard along East Colonial Highway/Business Route 7 [Section 2-103(A)(3)(c)]. Please relocate this structure.*

Response: Per Revised 1993 Zoning Ordinance Section 5-200(A)(11)- Bus Shelters are allowed in all setbacks, including front yards.

B. ENVIRONMENTAL REVIEW TEAM COMMENTS

Comments from the Environmental Review Team dated April 27, 2009 were forwarded to the Project Manager under separate cover and are attached to this referral for reference.

Response: Comment acknowledged- please refer to ERT responses.

Office of Transportation Services – June 24, 2009

Transportation Comments

1. *The traffic study recommends that the speed limit be lowered to 45 MPH for the entire segment of East Colonial Highway (Business Route 7) between Hamilton Station Road (Route 704) and Charlestown Pike (Route 9) due to existing roadway conditions. OTS staff notes that the Board of Supervisors would need to request such a speed limit reduction from VDOT, and that a speed study would need to be completed. OTS defers to VDOT's traffic engineering section for additional comments on this matter.*

Response: Agreed with OTS comments, speed reduction should be requested by the County Board to VDOT. The reduction in speed is suggested for improved site access, but is not required for VDOT approval of the proposed use.

2. *OTS staff requests further explanation of the "alternative length" measurement used in the traffic study (Attachment 16). In addition, OTS would like to know why the westbound left-turn lane length provided at the main site entrance (510 feet) is shorter than the maximum length (550 feet) noted in the study (Attachment 16).*

Response: The table was derived by PHR+A from VDOT Location and Design calculations for another public road project in the County. The alternative AASHTO column was shown to reflect the VDOT L&D, Traffic Engineering, and Land Development direction that the AASHTO turn lane standards could be satisfied based on the length of turn lane and storage. No written standards have been adopted by VDOT other than revisions to the VDOT Road Design Manual. However, based on current land use application review regarding design waivers, since Business Route 7 is not a National Highway System route, the application of the VDOT Road Design Manual minimum turn lane standards should apply. For a 55 MPH speed limit, the turn lane storage is based on capacity analyses for urban conditions with a minimum storage length of 200 feet. A 200 foot taper is required for roads with over 45 MPH design speed. For the subject site use, PHR+A revised Table 10, as attached, to show the storage requirements in relation to VDOT Road Design standards and concluded that the turn lane are adequate. The comparisons also show the minimum turn lane requirements for AASHTO guidelines for 50 and 55 design speeds, for comparison purposes. The left turn lane into the site at 510 feet (410 ft turn plus 100 ft taper) allows for storage and deceleration per AASHTO minimum requirements at 50 MPH design, and exceeds the minimum VDOT standards of 400 feet. VDOT review did not highlight any turn lane issues.

3. *Consistent with the traffic study's 2010 recommendation, the eastbound left-turn lane into the main site entrance and the westbound right-turn lane into the bus access lane and main site entrance should be installed prior to the opening of Phase 1 of this project. In addition, the plat should be clarified to clearly indicate the length of each turn lane proposed.*

Response: The plat has been updated to include the turn lane lengths (taper + storage)

4. *It does not appear that the right-turn lane is long enough to allow for sufficient deceleration of buses accessing the site. The right-turn lane should begin at an appropriate point prior to the bus entrance.*

Response: The right turn length into the bus area has a storage length of 410 feet to the return and 190 foot taper. The VDOT Road Design Manual requirements show a 200 foot turn lane with 200 ft taper. The increase in storage length, as measured from the bus entrance curb return, reflects adequate AASHTO deceleration area for the buses at a 55 MPH speed, with the inclusion of turn lane and taper area. The proposed design should satisfy VDOT requirements.

5. *Appropriate signage should be installed to (1) prohibit all eastbound left turns into the bus entrance, and (2) prohibit non-authorized vehicles from accessing the site via the bus entrance.*

Response: Agreed. To be including in signing and pavement marking plan for the site plan.

PHR+A

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6. *All-way stop control (stop signs) should be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charlestown Pike (Intersection 10) prior to the opening of Phase 1 of this project.*

Response: Agreed, condition should be added, subject to VDOT approval.

7. *The traffic study indicates that, under 2020 conditions, a dedicated eastbound left-turn lane on East Colonial Highway and a dedicated westbound right-turn lane on Dry Mill Road at Charlestown Pike (Intersection 10) would improve overall intersection LOS at this location to acceptable levels during both weekday AM and PM peak hours as well as on Saturday. A contribution commensurate with the site impacts should be provided.*

Response: The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation fund prior to the opening of Phase 2 of the park.

8. *The traffic study indicates that, under 2020 conditions, the installation of a mini-roundabout at the intersection of East Colonial Highway and Hamilton Station Road (Intersection 3) would result in acceptable LOS at this location during both the weekday AM and PM peak hours as well as on Saturday. Further discussion on potential improvements at this location is necessary and need to include the Town of Hamilton as the intersection is in close proximity to the town limits. OTS staff requests further information as to whether a traffic signal was considered for this location. In any case, a contribution commensurate with the site impacts should be provided.*

Response: The applicant will commit to a pro-rated contribution for future intersection improvements, and would contribute to the County Transportation fund prior to opening of Phase 2 of the park.

In evaluating mitigation measures, the analysis did consider if signalization would be appropriate, but based on the projected 2020 peak hour volumes, a signal would not be warranted based on MUTCD volume guidelines. VDOT would typically require a multi-hour warrant study for an existing intersection to justify signal installation, so review of a roundabout was included as potential alternative. Note that the LOS is adequate with phase 1 of development.

9. *OTS staff recommends that the multi-use path along the length of site should be increased to 10 feet in width per AASHTO guidelines.*

Response: A multi-use trail has been added along the frontage of the property. It will be 10' in width when constructed in the future.

P_HR+A

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Please find the attached 10 copies of the plan sets. Let us know if you have any questions regarding this resubmission. We look forward to seeing the successful completion of this application.

Respectfully Submitted,

Patton Harris Rust & Associates



Mark Thomas, CLA
Director of Planning and Landscape Architecture



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IV. CONDITIONS

SPEX 2009-0004: Active Recreational Park

9/30/09

1. **Substantial Conformance** The property shall be developed in substantial conformance with the special exception plat prepared by Patton Harris Rust and Associates dated February 2009 and revised through September 28, 2009. Approval of this application does not relieve the Applicant of any Zoning Ordinance, Codified Ordinance, or any other requirement.
2. **Enhanced Buffering** The special exception use shall provide enhanced vegetative buffering along the western and southern boundaries of the parcel which abut residential uses. The purpose of this enhanced buffering is to minimize the lighting and noise impacts to the adjacent properties. The buffering shall be a minimum of one row of 6 foot tall evergreens spaced 15 feet apart in addition to the Type 2 side yard and Type 3 front yard buffers required for the western and southern yards respectively. However, spacing for the enhanced buffer plantings may be altered to accommodate the interspersation among existing trees. Planting choices may include any native species the Loudoun County Urban Forester in coordination with the Loudoun County Horticulturist deems appropriate to satisfy this purpose. The enhanced buffering shall be maintained to assure viability of the plantings, and replace any diseased or dying vegetation.
3. **Tree Conservation Areas** The special exception use shall ensure sustainability of the tree conservation areas, identified as TCA areas on the Special Exception plat and inclusive of, at minimum, the "Moon Tree" (10 inch sweet gum) labeled "Individual Tree to be Preserved in situ" on the plat and the large pin oak at the northwestern corner of the site near the Existing Irrigation Well A. Removal of tree conservation areas will be permitted only if recommended by a certified arborist. Maintenance of the tree conservation areas shall be actively provided by the Applicant in conformance with Virginia Forestry guidelines.
4. **Moon Tree** To ensure sustainability of the unique "Moon Tree" the area shall be specified on the plat as an "Individual Tree to be Preserved in situ". To ensure preservation onsite there shall be:
 - a. No future site alteration or land disturbance within 30 feet of the tree in accordance with Section 7.303 of the Facilities Standards Manual addressing critical root zone preservation with the exception of the retaining wall area. No land disturbance shall occur within 24 feet of the tree in the retaining wall construction area;
 - b. A plaque explaining the tree's significance and history;
 - c. 4 foot welded wire tree protection fence during construction with "Tree Protection" signage in English and Spanish spaced no more than 30 feet apart all the way around the tree protection fence;

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5. **Lighting** The ballfield lights shall not be illuminated between August 1 and December 20 to ensure adequate darkness for the adjacent existing horticultural use. Alternatively the Applicant may choose to provide the existing horticultural greenhouses with blackcloth covering, inclusive of the necessary structural and equipment additions to the greenhouses to support and operate the coverings, to mitigate the ballfield lighting impacts to the existing horticultural use. The protection of poinsettia crops engendered by this condition continues with greenhouse property transfer to any subsequent owner of the horticultural use. Upon cessation of poinsettia production, and in conjunction with the recommendation of a Certified Horticulturist or Consultant acceptable to both parties, this condition shall be eliminated to permit full year lighting of the ballfields.
- a. All ballfield lighting to the property shall be controlled with a locked system requiring manual activation to engage the lighting. The purpose of this condition is to insure against inadvertent illumination during the August 1 to December 20 dark period required for the adjacent horticultural use.
 - b. All lighting placed on the exterior of the concessions/restroom facilities, including pole lights, yard lights, sport lighting, and security lighting, shall provide a maximum average illumination over the exterior of the building of five (5) foot-candles. Lighting shall not exceed 1.25 footcandles above ambient light at the property lot lines as demonstrated on the illumination plan portion of the special exception plat.
 - c. The ballfield lights shall not be illuminated past 10:00 P.M. from December 21 through July 31 to mitigate potential impacts on adjacent residential properties. From August 1 through December 20 there shall be no ballfield lighting permitted. The playing field light fixtures shall be energized only during periods of scheduled and permitted use and shall be extinguished within 15 minutes of the end of an organized sporting event.
 - d. The park hours of operation shall be limited to dawn to dusk during August through December 20. The park hours of operation shall be 7:00 A.M. to 10:00 P.M. December 21 through July 31. The Applicant shall provide onsite security, including appropriate security lighting for nighttime operations, and program supervision in a magnitude necessary to ensure the safe and enjoyable usage of the Park as well as to minimize the County's liability.
6. **Hydrogeologic Assessment** Completion of a hydrogeologic assessment shall occur prior to the construction of the irrigation system for the Phase 2 ballfields to ensure adequate water supplies in this limited water supply area. Provision of this assessment shall occur prior to building/zoning permit issuance for any part of Phase 2 inclusive of the field irrigation system, or construction of the second of the five ballfields shown on the plat.

7. **Drainfields** The Applicant must obtain a future special exception should the drainfield sites shown on the plat be inadequate or unacceptable for permitting, or, to accommodate movement of site design elements if the substantial conformance criteria cannot be met.
8. **Water Conserving Measures – Facilities** The Applicant shall install low flow fixtures and waterless urinals in all restrooms. Alternative comparable equivalent performing technologies that support water conservation may be provided.
9. **Water Conserving Measures- Site** The Applicant shall install infiltration measures within the Active Recreation Park portion of the park to provide water infiltration onsite. Construction of grass swales, infiltration ditches, infiltration trenches or other methods to carry water for infiltration shall be provided. Curb and gutter shall not be provided throughout the site.
10. **Roadways** Left and right turn lanes at the entrance to the park on East Colonial Highway shall be constructed prior to the opening of any portion of Phase 1 of the Active Recreation Park or Commuter Park and Ride Parking Lot. The turn lanes shall be constructed in accordance with Loudoun County and VDOT standards.
11. **Signage** Appropriate Signage shall be installed to prohibit all eastbound left turn lanes into the bus entrance and to prohibit non-authorized vehicles from accessing the site. All-way control (stop signs) shall be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charles Town Pike prior to the opening of Phase 1 of the project.
12. **Fair Share Contribution** The Applicant shall provide a pro rata contribution of \$130,000 toward future intersection improvements at the East Colonial Highway/Hamilton Station Road intersection prior to the opening of Phase 2 of the park.
14. **Trail Phasing** The Applicant shall construct Phase 1 of the regional trail along the frontage of the property adjacent to East Colonial Highway for that portion of the property extending from the western boundary east to the eastern end of the shared use commuter parking lot prior to the opening of Phase 1. Phase 2 of the trail construction from the eastern end of the shared use commuter parking lot to the eastern parcel boundary shall occur at a future time when the availability to connect to the Washington and Old Dominion Trail or any other regional trail between the eastern parcel boundary and the Washington and Old Dominion Trail to the east has been secured.
15. **Noise** Noise levels emanating from a public address system shall not exceed 55dB at the nearest property line. Amplified sound shall not be used other than for sporting events within the park ballfields.

16. **Phasing of Site Construction** Phase 1 of the site shall encompass one 90 foot baseball field; 60 parking spaces; the Commuter Park and Ride Parking Lot; access and bus turn around; one restroom facility; and Phase 1 trail portion. All remaining facilities, parking, ballfields, and trails shall be provided with Phase 2 construction.

SPEX 2009-0015: Commuter Park and Ride Parking Lot

9/30/09

1. **Substantial Conformance** The property shall be developed in substantial conformance with the special exception plat prepared by Patton Harris Rust and Associates dated February 2009 and revised through September 28, 2009. Approval of this application does not relieve the Applicant of any Zoning Ordinance, Codified Ordinance, or any other requirement.
2. **Enhanced Buffering** The special exception use shall provide enhanced vegetative buffering along the western and southern boundaries of the parcel which abut residential uses. The purpose of this enhanced buffering is to minimize the lighting and noise impacts to the adjacent properties. The buffering shall be a minimum of one row of 6 foot tall evergreens spaced 15 feet apart in addition to the Type 2 side yard and Type 3 front yard buffers required for the western and southern yards respectively. However, spacing for the enhanced buffer plantings may be altered to accommodate the interspersation among existing trees. Planting choices may include any native species the Loudoun County Urban Forester in coordination with the Loudoun County Horticulturist deems appropriate to satisfy this purpose. The enhanced buffering shall be maintained to assure viability of the plantings, and replace any diseased or dying vegetation.
3. **Tree Conservation Areas** The special exception use shall ensure sustainability of the tree conservation areas, identified as TCA areas on the Special Exception plat and inclusive of, at minimum, the "Moon Tree" (10 inch sweet gum) labeled "Individual Tree to be Preserved in situ" on the plat and the large pin oak at the northwestern corner of the site near the Existing Irrigation Well A. Removal of tree conservation areas will be permitted only if recommended by a certified arborist. Maintenance of the tree conservation areas shall be actively provided by the Applicant in conformance with Virginia Forestry guidelines.
4. **Moon Tree** To ensure sustainability of the unique "Moon Tree" the area shall be specified on the plat as an "Individual Tree to be Preserved in situ". To ensure preservation onsite there shall be:
 - a. No future site alteration or land disturbance within 30 feet of the tree in accordance with Section 7.303 of the Facilities Standards Manual addressing critical root zone preservation with the exception of the retaining wall area. No land disturbance shall occur within 24 feet of the tree in the retaining wall construction area;
 - b. A plaque explaining the tree's significance and history;

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- c. 4 foot welded wire tree protection fence during construction with "Tree Protection" signage in English and Spanish spaced no more than 30 feet apart all the way around the tree protection fence;
5. **Lighting** Lighting for the Commuter Park and Ride Facility shall be designed and constructed to minimize light trespass and the view of lighting from off-site, specifically:
 - a. Parking lot lighting shall be cut-off or powered down during nighttime hours after commuter usage.
 - b. For all parking lot lighting, there shall be a maximum average illumination over the parking lot of two (2) foot-candles, and the maximum illumination at the property line shall be no more than 0.025 footcandles above the ambient light in existence prior to the development of the park and ride lot.
 - c. All exterior light fixtures shall be "full cut-off outdoor lighting fixtures" as defined by the Illuminating Engineering Society of North America (IESNA). Light will be directed inward and downward toward the interior of the Property, away from the public streets and the nearby residential properties. Lighting shall incorporate non-glare bulbs and fixtures.
 - d. The mounting height of any freestanding exterior lighting fixtures shall not exceed 20 feet. Height shall be measured from the ground surface to the bottom of the lighting fixture.
6. **Drainfields** The Applicant must obtain a future special exception should the drainfield sites shown on the plat be inadequate or unacceptable for permitting, or, to accommodate movement of site design elements if the substantial conformance criteria cannot be met.
7. **Water Conserving Measures – Facilities** The Applicant shall install low flow fixtures and waterless urinals in all restrooms. Alternative comparable equivalent performing technologies that support water conservation may be provided.
8. **Water Conserving Measures- Site** The Applicant shall install infiltration measures within the Active Recreation Park portion of the park to provide water infiltration onsite. Construction of grass swales, infiltration ditches, infiltration trenches or other methods to carry water for infiltration shall be provided. Curb and gutter shall not be provided throughout the site.
9. **Roadways** Left and right turn lanes at the entrance to the park on East Colonial Highway shall be constructed prior to the opening of any portion of Phase 1 of the Active Recreation Park or Commuter Park and Ride Parking Lot. The turn lanes shall be constructed in accordance with Loudoun County and VDOT standards.

10. **Signage** Appropriate Signage shall be installed to prohibit all eastbound left turn lanes into the bus entrance and to prohibit non-authorized vehicles from accessing the site. All-way control (stop signs) shall be installed, pending VDOT approval, at the intersection of East Colonial Highway/Dry Mill Road and Charles Town Pike prior to the opening of Phase 1 of the project.
11. **Fair Share Contribution** The Applicant shall provide a pro rata contribution of \$130,000 toward future intersection improvements at the East Colonial Highway/Hamilton Station Road intersection prior to the opening of Phase 2 of the park.
12. **Trail Phasing** The Applicant shall construct Phase 1 of the regional trail along the frontage of the property adjacent to East Colonial Highway for that portion of the property extending from the western boundary east to the eastern end of the shared use commuter parking lot prior to the opening of Phase 1. Phase 2 of the trail construction from the eastern end of the shared use commuter parking lot to the eastern parcel boundary shall occur at a future time when the availability to connect to the Washington and Old Dominion Trail or any other regional trail between the eastern parcel boundary and the Washington and Old Dominion Trail to the east has been secured.
13. **Phasing of Site Construction** Phase 1 of the site shall encompass one 90 foot baseball field; 60 parking spaces; the Commuter Park and Ride Parking Lot; access and bus turn around; one restroom facility; and Phase 1 trail portion. All remaining facilities, parking, ballfields, and trails shall be provided with Phase 2 construction.